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Canada. Privy Council

ORDERS IN COUNCIL

PROCLAMATIONS

DEPARTMENTAL REGULATIONS, &C.

HAVING FORCE OF LAW

IN THE

DOMINION OF CANADA.

OTTAWA.

1874.

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ORDERS IN COUNCIL

PROCLAMATIONS



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OTTAWA

Mo. Drysdale

ORDERS IN COUNCIL.

INSPECTOR GENERAL'S OFFICE,

CUSTOMS DEPARTMENT,

Toronto, 30th March 1850.

NOTICE is hereby given, that HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL has been pleased to approve of the following Regulations for the Inland Navigation of this Province, and for carrying of Goods Coastwise and for other purposes, under the authority of the Act passed in the 10th & 11th years of the Reign of Her Majesty, Queen Victoria, intituled *An Act for repealing and consolidating the present Duties of Customs of this Province, and for other purposes therein mentioned*, and of an Act for amending the same.

By Command,

J. W. DUNSCOMB.

REGULATIONS.

Section 1. — Be it ordered, That the Collector or proper Officer of Customs at any *Port of Entry* shall receive entries of the following Goods, that is to say : Grain, Flour or Meal, Beef or Pork, and Wood or Staves for Exportation within such time as may be agreed upon, not exceeding Six Calendar Months, under Bond, [which Bond may be taken by the Collector at the Port of Entry, or by the Collector at the place of Export, as may best suit the convenience of the parties interested] to the satisfaction of such Officer, in double the amount of the duty which would otherwise be chargeable on such Goods, and if such bond shall have been given at the place of Export, a Certificate thereof under the hand of the Collector or proper Officer of Customs, shall at the time of entering such Goods be produced to the Collector at the Port of Entry.

Certain Goods may be introduced into this Province, for Exportation without the payment of duty, and without being warehoused.

Section 2. — And be it further ordered, That the Collector or proper Officer of Customs at any Port at which Goods may have been entered for *Exportation*, shall grant to the party entering such Goods a Certificate under his hand, containing a full and particular statement in detail of such Goods, when and from where, and by what vessel imported, the amount of and names of sureties, contained in the Bond, which Certificate must be deposited with the Collector of the Port from which the Goods are to be finally shipped with the outward entry : and the Collector

Certificate of Bond being taken to be granted.

Customs

Bonds to
be cancelled.

Collector of such Port shall on the due *Exportation* of such Goods, grant the party a Certificate under his hand to that effect, stating the name of Shipper, Vessel, Master, day of Shipment, and to what Port bound; which Certificate shall be authority for the Collector or proper Officer to cancel the Bond given on the introduction of the goods for their *Exportation*.

Relaxation
of the provi-
sions of 10th
section, 10 &
11 Vic. chap.
31, for vessels
in the coast-
ing trade.

Section 3.—And be it further ordered, That Vessels or Boats built and owned in this Province, and employed in the transport of Goods or Passengers in this Province, shall be considered as employed in the Coasting Trade. And that such Vessels may carry Goods the produce of this Province, excepting Spirits or Distilled Waters, from and to any part thereof without entry or clearance, provided always the owners of such Vessels obtain a License for the season for that purpose from the Collector at the nearest Port of Entry at which they reside, conditioned that such Vessels shall not be employed in the foreign trade or in the transport of other than the above described Goods.

Spirits and
duty paid
Goods, may
be taken by
vessels carry-
ing a Cargo
Book.

Section 4.—And be it further ordered, That all such Vessels or Boats may carry as aforesaid all other goods the duty on which has been paid without entry or clearance, provided the Master shall keep a *Cargo Book* to be registered with the Collector of Customs at the Port to which the Vessel may belong, according to the annexed form, in which shall be entered an account of all Goods taken on board his Vessel or Boat, noting the place and day at and on which the same were laden, the marks and numbers of the several packages, the description of Goods therein, the quantity and description of any goods stowed loose, particularizing the name of Shippers and Consignees, and also when and where any such Goods shall have been discharged, and to whom delivered.

Cargo Book
to be produc-
ed and shewn
to Officer of
Customs.

Section 5. And be it further ordered, that the master of any such Vessel shall produce his *Cargo Book* to any Officer of the Customs whenever the same shall be demanded, and answer all questions put to him, and such Officer of Customs shall be at liberty to note any remark therein which he may deem proper, and if the *Cargo Book* shall not be kept in the manner here required, and the particulars of all cargo laden and unladen duly noted therein, the Goods and Vessel shall be forfeited, and the Master shall incur the penalty prescribed by law in that behalf.

For the
transshipment
of Goods in
transitu.

Section 6.—And be it further ordered, That Goods arriving at a Port of Entry *in transitu* for another Port, may be transhipped for such other Port, in any registered Vessel, upon the Vessel reporting outwards for the Port to which the goods may be destined, and taking a clearance

Customs.

clearance for the goods ; the Collector at the Port of arrival being required to forward by mail copies of such clearance, together with all particulars and description of the goods in his possession.

Section 7.—And be it further ordered, That the entries inwards for such goods for warehouse or for duty, may be made at the Port for which the goods may be intended ; and if for duty, the same may be paid at the Port of destination ; and the Collector of such Port shall in such case, forward a copy of such entry to the Collector at the Port of arrival, together with a certificate of the duty having been paid on the goods, or Bonds having been taken for the warehousing of the goods ; which entry and certificate shall be a sufficient warrant for landing and transhipment of the goods ; the Collector at the Port of arrival being required to cause such goods to be marked with the first letters of the Port for which they may be destined, under the letter B, and over the number of the entry.

Goods in transitu may be entered for duty or Warehouse at the Port of destination.

Section 8.—And be it further ordered, That the Collector or proper officer at any Port of Entry, shall receive a report outwards from any party desirous to take out of the Province wheat or other grain grown in this Province, for the purpose of being ground, and shall admit the flour, meal or other produce of such wheat or grain, or the equivalent thereof, to entry free of duty ; Provided that such flour, meal or other produce, is brought into this Province and duly reported inward within two days from the outward report of the wheat or other grain.

Wheat or other Grain ground in the United States. Repealed by subsequent legislation.

Section 9.—And be it further ordered, That in like manner the Collector or other proper Officer shall receive outward reports of any logs or timber grown in this Province, and shall admit to entry free of duty the boards, planks or scantling, the produce of such logs or timber, or the equivalent thereof : Provided always, that such boards, planks or scantling, are brought into this Province and duly reported inwards within seven days of the date of the outward report of the logs or timber from which the same has been made.

Saw logs may be sawed in the United States. Repealed by subsequent legislation.

Section 10.—And be it further ordered, That the net proceeds of all seizures and forfeitures be divided as follows : one-third to be paid to the credit of the Receiver General ; one-third to the seizing officer or officers ; and one third to the informer or informers : in the event of the seizure having been made without information, two-thirds of the proceeds shall be paid to the seizing officer or officers. The Collector of Customs or officer in charge of Ports to be allowed five per centum on the gross proceeds of seizures and forfeitures, for making sales,

Superseded by subsequent regulation.

Customs.

sales, and for receiving, distributing, and rendering accounts of the same. The Collector of Customs to distribute proceeds of seizures on receiving an order, and pay the several officers the proportion they may be entitled to, annexing the officer's receipts to the account thereof on a distribution sheet to be furnished them for that purpose. The proceeds of sales of seizures are not to be distributed without a special order to that effect.

Penalties.

Section 11.—And be it further ordered, That all penalties and fines, after deducting the expenses of prosecution, shall belong to Her Majesty, for the public uses of the Province, and be paid into the credit of the Receiver-General.

The appointment of Customs Warehouses.

Section 12.—And be it further ordered, that whenever a place or warehouse is offered to the Collector of Customs at any Port, for approval as a Customs Warehouse, the Landing Surveyor (or principal officer of the Waterside Department) and Warehouse Keeper (or person performing that duty) at such Port, shall carefully inspect the same, and ascertain that such place or warehouse is sufficiently secure, and otherwise fit for the purpose intended. The Collector of Customs will cause the proprietor or occupant to place over the gate or door leading into, or on some conspicuous place on every Customs Warehouse so appointed, a board or sign, with the following painted thereon :

“ V. R.

No.—

Customs Warehouse ; ”

and to furnish the Collector with a key thereof, having a label attached thereto with the same letters distinctly painted thereon. That the Collector will communicate in writing notice of the appointment of “ Customs Warehouse, ” to the party offering the warehouse for that purpose, giving the number by which such “ Customs Warehouse ” is to be designated, and require the applicant or person who may have offered a warehouse, to become a party to, and sign a full and detailed description of the warehouse, comprising situation, boundary, of what material built, proprietor or occupant, &c., to be entered on a page to be set apart for that purpose in the Warehouse Book ; and the Collector will also note date of appointment, cancellation or any alteration which may be made at any time with regard to any “ Customs Warehouse. ” The Collector shall cause a list of all “ Customs Warehouses,”

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houses, " containing the name and situation, to be prepared and hung up in the Long Rooms, or on some public part of the Custom House.

Section 13.—And be it further ordered, That duty shall be charged on all goods *ex warehouse* on the gauge or weight, when taken out for home consumption, *per prime entry*, without any deduction or allowance whatever for loss which may have arisen from natural causes or otherwise.

Goods for
duty ex-
warehouse.

Section 14.—And be it further ordered, That there shall be deducted from the gross weight of goods the tare according to the original invoice, the correctness of the invoice to be declared before the Collector, and in the absence of such invoice, or the omission of tare in the invoice, the medium tare shall be ascertained by weighing a few packages of the importation, and adopting the result as the standard for the whole.

Allowance to
be made for
tare.

Section 15.—And be it further ordered, That Collectors of Customs shall in all cases where the same is practicable, cause goods upon which the duty has been paid to be marked or branded with the initial letters of the Port, month or day of the month, and the year, when such goods have been entered for duty.

Regulation
for branding
duty paid
Goods, 31h
Section, 10 &
11 Vic. chap
31.

Customs.

GOVERNMENT HOUSE, OTTAWA.

Tuesday, 28th day of July, 1868.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Honorable the Minister of Customs, and in pursuance of the provisions of the 11th Section of the Act 31 Vic. Cap. 6, intituled : " An Act respecting the Customs," His Excellency in Council has been pleased to order, and it is hereby ordered, that the following Regulations respecting the Coasting trade of the Dominion, be and the same are hereby adopted and established.

Certified,

WM. H. LEE,
Clerk of the Privy Council.

COASTING REGULATIONS.

1. Vessels and Boats employed solely in the transport of Goods or Passengers from one Port or place to another Port or place within the limits of the Dominion of Canada, shall be deemed to be engaged in the Coasting Trade, and shall be subject to the Regulations governing the same.

2. None but British registered Vessels and Boats, wholly owned by British subjects, can lawfully be engaged in the Coasting Trade of the Dominion of Canada, and the names of such Vessels or Boats and the names of their Ports of Registry, shall be distinctly painted on the Stern of the said Vessels or Boats.

3. Such Vessels and Boats, may, without being subject to entry, or clearance as required by law, for Vessels trading between Ports in the Dominion of Canada, as well as with Foreign Ports, carry goods the produce of Canada, or goods duty free, or goods duty paid or passengers from any Ports or places in the Provinces of Ontario and Quebec, to any other Ports or places in the said Provinces, or from any Ports or places in the Province of New Brunswick, to any other Ports or places in the said Province, or from any Ports or places in the Province of Nova Scotia, to any other Ports or places in the said Province, provided always that the owners or masters of such Vessels or Boats, shall take out a licence for the season for that purpose from a Collector of Customs in Canada, and that the owners or masters in taking out the said License shall enter into Bonds of \$500 conditioned that such Vessels or Boats shall not be employed in the Foreign Trade, and provided also that the master of every such Vessel or Boat shall keep or cause to be kept, a Cargo Book in the form prescribed by the Customs Department, to be registered by the Collector of Customs who granted the License, in which Book shall be entered at the Port of Lading, an account of all goods taken on board of such Vessel

Customs.

Vessel or Boat, stating the description of the packages, the quantities, the descriptions and values of the goods therein, as also of the goods stowed loose, and the names of the respective Shippers and Consignees, as far as any of such particulars shall be known to him: and at the Port of Discharge shall be entered in the said Cargo Book, the respective days upon which any such goods shall be delivered out of such Vessel and also the respective times of departure from the Port of lading and of arrival at the Port of unloading.

4. The master of any such vessel or boat shall produce his License and Cargo Book to any officer of Customs, whenever the same shall be demanded, and answer all questions put to him, and such Officer of Customs shall be at liberty to note any remark on the Cargo Book which he may deem proper; and if the Cargo Book shall not be kept in the manner hereby required, and the particulars of all Cargo laden and unladen, duly noted therein, the goods and vessel shall be forfeited, and the master shall incur the penalty of \$100.†

5. Before any coasting vessel or boat shall depart from any Port of lading in any one of the Provinces of the Dominion of Canada for any other Port in the said Dominion, not in the said Province of departure, an account or Report with a duplicate thereof, in the form or to the effect following, and signed by the Master, shall be delivered to the Collector, who shall retain the duplicate and return the original account or report dated and signed by him: and such account or Report shall be the clearance of the Vessel or Boat for the voyage and the transire or pass for the goods expressed therein, except for goods under Bond or goods liable to Excise or Internal Revenue duty, which shall require the entries and warrants for landing to be signed by the proper Officers as required by Law and if any such account or Report be false, the Master who signed it shall forfeit the sum of \$100.

REPORT and Transire Coastwise for a Registered Vessel or Boat proceeding from one Province to another in the Dominion of Canada.

Port of Name of Vessel. Master's Name. Port of Registry.	Register Tons. Whither bound.
Foreign Goods.	
Warehoused Goods removed under Bond.	
Goods liable to duty of Excise.	
Do removed under Bond.	
Sundry other goods, Produce of Cana- da, &c.	

(Signed)

Master.

Cleared the

day of

186 .

(Signed)

Collector of Customs for the Port of

Customs.

6. Within twenty-four hours after the arrival of any coasting vessel or boat at the Port of discharge, which requires a *transire* as above described, and before any goods shall be unladen, the transire with the name of the place or wharf where the lading is to be discharged, noted thereon, shall be delivered to the collector, who shall note thereon the date of the delivery: and if any of the goods on board such coasting vessel or boat shall be subject to any customs duty the same shall not be unladen until due entry has been made at the Custom House and a warrant granted for the landing thereof; and if any of the goods on board such vessel or boat be subject to any duty of excise or Internal Revenue the same shall not be unladen, without the authority or permission of the proper officer of excise; but no entry shall be required at the Custom House for any goods brought coastwise the produce of Canada or goods on which the duties whether of Customs or Excise have already been paid or which are duty free.

7. Vessels and boats employed in the Coasting Trade and that shall not have taken out a Licence for carrying goods, and obtained a Cargo Book as above provided, shall report inwards and outwards at the nearest port to their place of arrival or destination and require clearances whenever they depart from any port or place within the Dominion of Canada, and in default of their so reporting the Vessel or Cargo, the Master shall in such cases be subject to the penalty of \$100 for departing and arriving without due entry inwards or outwards as the case may be: Provided that when a vessel shall sail from any place where there is no Custom House, or officer of Customs, it shall be sufficient for the carrying out of this regulation that the owner or Master of such vessel, do, as soon afterwards as possible, forward to the nearest Custom House a similar report in duplicate, or lodge the same at the first Port at which he shall touch where there is a Custom House Officer.

8. Goods under a removal Bond from one Canadian Port to another Canadian Port, may be carried in any British registered vessel or boat, trading Coastwise with a proper License and Cargo Book upon such goods being properly entered in the Cargo Book and in the account or Transire, in duplicate, the Collector at the Port from which such goods are removed, being required to forward by Mail, to the Collector of the Port for which the goods are destined, all the particulars and description of the goods so forwarded, and the Packages shall be properly marked in Red as now provided, but no goods under Bond shall be carried in any Coasting Vessel or Boat until the Master has delivered an account in duplicate or transire to the Collector of Customs at the Port of lading.

9. No Coasting Vessel or Boat to touch at any Foreign Port unless forced by unavoidable circumstances, and the Master of any Coasting vessel or boat which has touched at any Foreign Port, shall declare the same in writing under his own hand, to the Collector or other proper Officer of Customs at the Port or Place in Canada where his Vessel or Boat afterwards first arrives, under a penalty of \$100.

Customs.

10. If any goods are unshipped from any Vessel or Boat arriving coastwise, or unshipped or water borne to be shipped to be carried coastwise on Sundays or Holidays, or unless in the presence, or with the authority of the proper Officer of Customs, or unless at such times and places as shall be appointed and approved by him for that purpose, the same shall be forfeited and the Master of the Vessel or Boat shall forfeit the sum of \$100.

11. Officers of Customs may board any Coasting Vessel or Boat in any Port or Place, and at any period of the voyage search her, and examine all goods on board, and demand all the documents which ought to be on board; and the Collector may require such documents to be brought to him for inspection.

12. No Fishing Boat or Boats used in Ferrying under 15 tons burthen, shall, except by Special licence or permission, carry any goods from a Foreign Country, which are liable to duty, under pain of seizure, unless the same (in the case of Ferry Boats) be for the sole use of some passenger then on board.

13. No goods can be carried in any coasting Vessel or Boat, except such as are laden to be so carried at some port or place in Canada, and no goods shall be taken into or put out of any Coasting Vessel or Boat while on her voyage by River, Lake or Sea.

14. The Transire Coastwise required by these Regulations, may in the case of any Steam Vessel carrying a Purser, be signed by such Purser with the like effect in all respects, and subject to the like penalty on the Purser, and the like forfeiture of the goods, in case of any untrue statement in the Transire, as if the Transire was signed by the Master; and the word *Master* for the purposes of these Regulations shall be construed as including the Purser of any Steam Vessel; but nothing herein contained shall preclude the Collector or proper Officer of Customs from calling upon the Master of any Steam Vessel to answer all such questions concerning the vessel, passengers, cargo, and crew, as might be lawfully demanded of him if the report had been made by him, or to exempt the master from the penalties imposed by these regulations for failure to answer any such question, or for answering untruly, or to prevent the master from making such report, if he shall see fit so to do.

15. The Coasting Regulations of the late Province of Canada dated the 12th April, 1861, and all regulations heretofore existing in the Province of New Brunswick or Nova Scotia in reference to coasting in any of the said Provinces are hereby repealed.

(Signed,)

S. L. TILLEY,

Minister of Customs.

Customs.

PROCLAMATION.

JOHN YOUNG,

[L. S.]

CANADA.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, &c., &c., &c.,

To all to whom these presents shall come, or whom the same may in any wise concern.—GREETING :

WHEREAS by an Act of the Parliament of Our United Kingdom of Great Britain and Ireland passed in the Session thereof, held in the Thirty-Second year Our Reign and intituled : “ An Act for amending the Law relating to the Coasting Trade and Merchant Shipping in British Possessions,” it is amongst other things enacted that the said Act shall be proclaimed in every British Possession by the Governor thereof, as soon as may be after he receives notice of the said Act, and shall come into operation in that British Possession on the day of such Proclamation which is in the said Act after referred to as the commencement of the said Act. Now Know YE, that our Governor of Canada having received notice of the said Act, We do hereby on this Twenty-Third day of October, in the year of Our Lord one thousand eight hundred and sixty-nine, proclaim in the Dominion of Canada, being a British Possession within the meaning of the same, the Act herein before mentioned, which is as follows, that is to say :

“ An Act for amending the Law relating to the Coasting Trade and Merchant Shipping in British Possession.

“ Be it enacted by the Queen’s Most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons in this present Parliament assembled, and by the authority of the same, as follows :

PRELIMINARY.

1. “ This Act may be cited as “ The Merchant Shipping (Colonial) Act, 1869.”
 2. “ In this Act, unless the context otherwise requires.
- “ The term “ British Possession ” means any territory or place situate within Her Majesty’s Dominions, and not forming part of the United Kingdom, or of the Channel Islands, or Isle of Man ; and all territories and places under one Legislature as herein after defined are deemed to be one British Possession for the purposes of this Act.

Customs.

“ The term “ Legislature,” includes any person or persons who exercise legislative authority in the British Possession and where there are Local Legislatures as well as a Central Legislature, means the Central Legislature only.

3 “ This Act shall be proclaimed in every British Possession by the Governor thereof, as soon as may be after he receives notice of this Act, and shall come into operation in that British Possession on the day of such Proclamation, which day is hereinafter referred to as the commencement of this act.

COASTING TRADE.

4. “ After the commencement of this Act the Legislature of a British Possession, by any Act or Ordinance, from time to time, may regulate the Coasting Trade of that British Possession, subject in every case to the following conditions :

- (1.) “ The Act or Ordinance shall contain a suspending clause, providing that such Act or Ordinance shall not come into operation until Her Majesty’s pleasure thereon has been publicly signified in the British Possession in which it has been passed.
- (2.) “ The Act or Ordinance shall treat all British Ships (including the Ships of any British Possession) in exactly the same manner as ships of the British Possession in which it is made.
- (3.) “ Where by treaty made before the passing of this Act Her Majesty has agreed to grant to any Ships of any foreign state any rights or privileges in respect of the Coasting Trade of any British Possession, such rights and privileges shall be enjoyed by such Ships for so long as Her Majesty has already agreed or may hereafter agree to grant the same, any thing in the Act or Ordinance to the contrary notwithstanding.
- (5.) “ The following sections of the Customs Consolidation Act, 1853, are hereby repealed, namely :
 - “ Section three hundred and twenty-eight as from the commencement of this Act ;
 - “ Section one hundred and sixty-three as from the date in the case of each British Possession at which either an Act or Ordinance with respect to the Coasting Trade within two years after the commencement of this Act in such British Possession comes into operation, or if there is no such Act or Ordinance, at which the said two years expire.

MERCHANT SHIPPING.

6. “ It shall be lawful for Her Majesty, by Order in Council, from time to time to declare, with respect to the British Possession mentioned in the Order, the description of persons who are to be Registrars of British Ships in that British Possession, and to revoke any Order so made.

Customs.

“ After the date specified in the order, or, if no date is specified, after the date of the Proclamation of the Order in the British Possession, the Order shall have effect as if it were contained in section thirty of the Merchant Shipping Act, 1854.

7. “ In the construction of the “ Merchant Shipping Act, 1854, and of the Acts amending the same, Canada shall be deemed be one British Possession.

8. “ Where the Legislature of any British Possession provides for the examination of, and grant of certificates of competency to persons intending to act as Masters, Mates, or Engineers on Board British Ships, and the Board of Trade reports to Her Majesty that they are satisfied that the examinations are so conducted as to be equally efficient as the examinations for the same purpose in the United Kingdom under the Acts relating to Merchant Shipping, and that the certificates are granted on such principles as to show the like qualifications and competency as those granted under the said Acts, and are liable to be forfeited for the like reasons and in the like manner, it shall be lawful for Her Majesty, by Order in Council,

1. “ To declare that the said certificates shall be of the same force as if they had been granted under the said Acts ;
- 2 “ To declare that all or any of the provisions of the said Acts which relates to certificates of competency granted under those Acts shall apply to the certificates referred to in the said Order.
3. “ To impose such conditions and to make such regulations with respect to the said certificates, and to the use, issue, delivery, cancellation, and suspension thereof, as to Her Majesty may seem fit, and to impose penalties not exceeding fifty pounds for the breach of such conditions and regulations.

“ Upon the publication in the London Gazette of any such Order in Council as last aforesaid, the provisions therein contained shall, from a date to be mentioned for the purpose in such order, take effect as if they had been contained in this Act.

“ It shall be lawful for Her Majesty in Council to revoke any order made under this section.” Of all which all Our loving subjects are hereby required to take notice and govern themselves accordingly.

In testimony, &c.

By command,

HECTOR L. LANGEVIN,

Secretary of State.

23rd October, 1869.

Customs.

Tuesday, 31st May, 1870.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Honorable the Minister of Customs, and in pursuance of the provisions of the 11th Section of the Act 31 Vic., cap. 6, intitled : " An Act respecting the Customs," His Excellency in Council has been pleased to Order, and it is hereby Ordered, that the following Regulations respecting the coasting trade of the Dominion, in amendment of the Regulation adopted by Order in Council of 28th July, 1868, shall be and the same are hereby adopted and established :

1st. It having been enacted by Chap. 9, Sec. 22, 23rd Victoria, that the Governor may grant yearly Coasting Licences to British Vessels navigating the inland waters of Canada above Montreal, although such vessels may sometimes make voyages to Foreign Ports, it is hereby Ordered that the Bonds to be given by the Master or Owner of such vessel on taking out such Licence shall not contain the condition provided for in Section 3 of said Regulations, " that such Vessels or Boats shall not be employed in the Foreign Trade," but that it shall be a condition of such Bond, that whenever any such Vessel or Boat is employed in a voyage to or from a Foreign Port, the master or other proper officer thereof, shall report inwards and outwards, in all respects, as though he had not received such Coasting Licence.

2nd. Representations having been made of serious inconvenience to the Master and Owners of Steam Vessels employed as regular passenger and freight packets, between the port of St. John in the Province of New-Brunswick, and the ports of Digby, Annapolis and Windsor, in the Province of Nova-Scotia, and also to the Mercantile Community of the said ports, in consequence of such Steam Vessels being obliged to report their cargoes each trip in detail, it is hereby further Ordered, that the Collector of Customs at the Port of St. John, may grant any such Steam Vessel, a yearly coasting licence, subject to the same conditions as provided in the case of Vessels trading between ports in the same Province, and the additional condition that the Master or other proper Officer of such Steam Vessel, shall be furnished with two cargo books to be used during alternate months, and that at the end of each month, he shall surrender the book used during that month to the Collector of the Port of St. John, and the said Collector shall return to him the other book with which he had been furnished, so that the record of the trade of each month, shall be in the Custom House, to be used for statistical purposes during the whole of the succeeding month.

WM. H. LEE,
Clerk Privy Council.

Customs.

REFINING SUGAR IN BOND.—REGULATIONS.

INSPECTOR GENERAL'S OFFICE, CUSTOMS DEPARTMENT.

Quebec, 31st January, 1855.

NOTICE is hereby given that His EXCELLENCY THE GOVERNOR GENERAL in Council, has been pleased to approve of the following Regulations for the Refining of Sugar in Bond, under the authority of an Act passed in the eighteenth year of Her Majesty's Reign, intituled, "An Act to amend the Act imposing Duties of Customs."

By Command,

R. S. M. BOUCHETTE,
Commissioner of Customs.

REGULATIONS.

18 Vict. Chap. 5, Clause 8.

WHEREAS by an Act passed in the Session of the Provincial Parliament holden in the eighteenth year of Her Majesty's Reign, intituled "An Act to amend the Acts imposing Duties of Customs," it is amongst other things enacted that it shall be lawful for the proprietor or proprietors of any Sugar Refinery in the Province, being the Importer or Owner of any Sugar, Molasses or other Material from which Refined Sugar can be produced, to refine the same in Bond provided such refining be done under such Regulations as the Governor General in Council shall from time to time make and impose for that purpose; His Excellency the Governor General in Council has, in accordance with the authority contained in the said Act, been pleased to make and prescribe the following Regulations, viz :

1. That the Collector or other proper Officer of Customs at any Warehousing Port in this Province, may deliver without payment of Duty to the proprietor of any such Sugar Refinery, being also the importer or owner of any warehoused sugar, molasses or other material from which Refined Sugar can be produced, on proper entry being made of the same, any quantity of such sugar, molasses or other material, for the purpose of being refined in this Province, in such place and on such premises as shall be particularly described by such proprietor so being the importer or owner.

2. That such Sugar Refinery and the premises thereunto belonging, in accordance with the description to be given thereof as aforesaid shall, for the purposes

Customs.

purposes of refining sugar under the above mentioned Act, be deemed and considered as a Government Bonded Warehouse, and that none of the sugar, molasses or other material, so brought into the said Refinery or upon the said premises, shall be removed therefrom without a proper Ex-Warehouse Entry and due payment of all Duties on the same, if entered for home consumption, or upon due entry thereof for exportation under the usual Bonds; nor shall any of the Refined Sugar or other extract produced from the sugar, molasses or other material aforesaid, be removed from the said Refinery and premises without due entry as aforesaid, either for consumption, for removal or exportation, and payment of all Customs Duties legally due on the sugar, molasses or other material from which the said Refined Sugar shall have been manufactured, as the case may be.

3. That before the importer or owner of any sugar, molasses or other material aforesaid shall, for the purpose of refining the same as aforesaid, be entitled to obtain the delivery thereof, either ex-ship, upon their importation into this Province, to be carried immediately to the Sugar Refinery and premises aforesaid, or out of any of the Queen's Warehouses in which the same may be warehoused, he shall give bond with two sufficient sureties, to the satisfaction of the Collector of Customs, at the Port where such sugar, molasses or other material are imported or warehoused, in a penalty of double the amount of the Duties payable on the same, with the condition that the whole amount of the Duties so payable upon the quantities of sugar, molasses or other material so delivered upon arrival or out of warehouse as aforesaid, for the purpose of being so refined in Bond, shall, within six months from the date of the Bond to be so entered into, be well and truly paid to the Collector of Customs aforesaid for the use of Her Majesty in this Province. And the said importer or owner shall, before he can obtain the delivery aforesaid, further enter into and execute to the Collector, for the uses of Her Majesty, as aforesaid, a general Bond, the said importer or owner, in the penal sum of £2,000 cy., and two approved sureties in the sum of £1,000 each, conditioned, that at no period shall the quantity of sugar raw or refined in the said Refinery or Warehouse be less than the quantity on which the Bond or Bonds for Duties hereinbefore mentioned shall be outstanding and unpaid.

4. And for the purpose of further securing the due observance of the foregoing Regulations, the Collectors of Customs, the Surveyor or Warehouse Keeper or other approved officer of Customs, at the Port where the goods shall be so bonded, or at the Port nearest the said Sugar Refinery, shall at all proper times of the day, have free access to and upon the said Refinery and premises for the purpose of verifying the quantity of sugar, molasses or material aforesaid therein, and any reasonable expenses attending such Inspection shall be borne and defrayed by the importer or owner of the sugar, molasses or other material so undergoing refinement in bond.

R. S. M. BOUCHETTE.
Commissioner of Customs.

Customs.

IMPORTATIONS BY RAILROAD.—REGULATIONS.

INSPECTOR GENERAL'S OFFICE.

CUSTOMS DEPARTMENT.

Toronto, 9th December, 1856.

NOTICE is hereby given, that His EXCELLENCY THE GOVERNOR GENERAL has been pleased, by an Order in Council, bearing date December 4th, 1856, to approve of the following Regulations and Orders, under which goods may be imported into Canada by Railroad without subjecting them to entry for duty at the Frontier Port, or to the necessity of being forwarded under Frontier Bonds.

By Command,

R. S. M. BOUCHETTE,
Commissioner of Customs.

All Railroad Companies having a line or lines of Railway crossing the Provincial Boundary, or which have a terminus at or near such Boundary, or that have a terminus upon the border of any of the navigable waters of the Province shall be allowed to transport goods along their respective lines without such goods being detained at frontier ports, for the purpose of being examined and entered at the Custom House, or without their being detained until frontier Bonds are executed, upon such Railroad Companies complying with and conforming to the Rules and Regulations following :

1. All such Railroad Companies shall provide proper wharves, secure and commodious warehouses and other premises at every "Port of Entry," or "Way Port" in connection with such Railroads, for the landing, storing and forwarding of all foreign goods in transit, whether dutiable or free, with other suitable office accommodation for the Office of Customs in charge. These wharver, warehouses and premises to be made secure to the satisfaction of the Customs Department, and in the manner set forth by Regulation No. 12 for Queen's warehouses 30th March, 1850, and until such wharves warehouses and premises be provided for customs purposes, and shall be approved and accepted (of which due notice will be given by the Department), the goods intended to be forwarded to any such Ports shall be subject to be detained until all the formalities of law prescribed in relation to importations generally, shall have been fulfilled.

2. All goods arriving from the United States of America by water, for transit by Railroad through any part of Canada to a Canadian Port, thence to be transhipped to the United States, shall be reported inwards on arrival by

Customs.

Triplicate Report as per form of document marked *R. R. M. No. 1.* denominating "goods," the contents of which are not known, as Merchandise, in number of Packages or Hogs heads, *Casks, Barrels, Cases, Boxes, Balcs, Trusses, &c., &c.*, but giving the denomination of goods when known as *Sugar, Tea, Tobacco, &c., &c.*, but the names of the consignees and the special marks and numbers may be dispensed with.

One of such Reports inwards duly certified shall be placed under cover and forwarded along with the goods to the Officer of Customs in charge at the port of transhipment, who will see that all such goods are immediately put on board the vessel or vessels intended to convey them to a foreign port, or placed in the Queen's warehouse, as provided for in section 1 of these Regulations.

3. Such Railroad Companies shall provide and appropriate a certain number of Freight Cars, specially designated Through Cars, for goods in transit from one frontier Port to another, and the name of such Ports shall be legibly and conspicuously exhibited upon the said Freight Cars.

4. Such Freight Cars shall be provided with the means of securing all goods in transit by spring padlocks or other locks * of the best description subject to the approval of the Department, and the keys of such locks shall be in the keeping of the different Customs Officers, and such Cars must go through from the port of arrival in Canada to the port of Exit designated by one continuous route; and no transfer of goods shall be permitted at any intermediate port, except in case of any accident occurring in the course of transit that would render such transfer unavoidable.

5. All locks and fastenings required for such Freight Cars shall be provided by and at the expense of the different Railroad Companies under the approval of the Department.

6. Goods arriving at any Lake or River Port, in the manner and form hereinbefore mentioned, for transhipment to different Ports in the United States shall be reported outwards in duplicate as per form of Document marked *R. R. M. No. 2*, separately describing the goods destined for each port; one of which Reports outwards shall be given to the master of the vessel when he takes his Clearance, for the purpose of obtaining the signature of the United States Customs Officer, certifying that such goods were landed in the United States, and such verified Report outwards shall forthwith be returned to the Officer of Customs in charge of the port of transhipment in Canada, and there be placed on file.

7. All imports coming into the hands of the Railroad Companies giving Bonds, and addressed to any Out-Port or Railroad Way-Port where a Customs Officer is appointed, may be forwarded through from the Port of arrival direct, in suitable Freight Cars, secured by lock and under a Way Manifest as per Form of Document marked *R. R. M. No. 3*, in duplicate to the Port of Destination.

* By Order in Council of 14 March 1864, Seals are substituted for Locks.

Customs.

The Manifest of each "Way-Port" to be signed by the Collector, Surveyor or other proper officer appointed at the Port of arrival, and forwarded under cover, along with the goods, to each respective Way-Port Officer, whose duty it shall be to receive such goods, and certify the correctness of their delivery by returning one of the duplicate manifests duly certified, and which Manifest shall be filed in the Custom House, at the Port of arrival, as a Voucher. It shall be the duty of the Railroad Companies to cause the immediate delivery of all such "Way Manifests" to the Officers of Customs on arrival.

8. Goods forwarded under Bond as provided by 10 and 11 Vict. Cap. 31, Sec. 24, shall moreover be manifested as above, and shall be legibly marked at the Port of arrival with red coloring matter, as provided in Section 7 of *Regulations for the Inland Navigation*.

Goods, entered for duty at the port of arrival, and forthwith forwarded to any part of the destination by Railroad, shall be marked agreeably with the instructions given to such Ports, to prevent detention on the way.

The landing of goods after the regular Customs hours can only be permitted upon application being made to the Collector or other proper Officer for the purpose, whose duty it will be to make such arrangements as will meet the emergency; and the Railroad officials will be required promptly to discharge all goods under lock in preference to the other goods, and to the satisfaction of the officer in charge.

9. In order to avoid detention at Frontier Ports from which goods conveyed by Railroad are directly exported to the United States, as also to afford correct Returns of Exports at such Frontier Ports respectively, Station Masters or Freight Agents at Way Stations, or others at which goods may be laden for Exportation by Railroads, shall be instructed to forward to the Chief Freight Agent at each Frontier Station or Terminus from whence the exportation is to be directly made, a Manifest outwards in the Form marked *R. R. M. No. 4*; and the Chief Freight Agent at such Frontier Railroad Terminus shall certify or declare to the correctness of the different Way Reports or Manifests outwards, before the Collector or other proper officer as by law required for the entry of goods outwards. Such Way Reports to apply to Canadian Exports only, and not to goods merely passing through Canada in transit.

10. The liability of each of the Railroad Companies shall be secured by a Bond in the nature of a General Frontier Bond, to be duly executed for the amount of twenty thousand pounds, for the due and faithful production, at the respective ports of destination in Canada, of all packages passing over such roads in transit

Customs.

transit and under Manifest, and for the general performance and compliance with the foregoing Regulations.

R. S. M. BOUCHETTE,
Commissioner of Customs.

Inspector General's Office,
Customs Department.
Toronto, 9th December, 1856.

N. B.—The forms hereinbefore referred to will be found in the possession of the Collector of Customs.. *Departmental Order No. 7.*

SUPPLEMENTARY REGULATIONS.

Approved by the GOVERNOR GENERAL in Council on the 12th day of March, 1860.

1. Free Goods and others in transit through the Province of Canada by any continuous Railroad, shall be dealt with as heretofore in accordance with the Section No. 2, of the Customs Regulations for Railroads, of December, 1856, excepting the Triplicate Report, now dispensed with.

2. Free Goods and others imported into the Province of Canada for consumption, shall be reported inwards in duplicate by the Conductor or other person in charge of the Railroad Carriages bringing in the same at the Custom House of such Port or place of Entry, where he first arrives, stating on such Report Inwards all the particulars, as heretofore provided by 10 and 11 Vict., Chap. 31, Section 9, and such Report Inwards shall hereafter be known as the General Report Inwards.

3. Reports Inwards in duplicate for Free and other Goods destined for different Ports of Entry, or Way Ports on the line of Railroad, shall be presented at the first Port of arrival with the "General Report Inwards," for examination by the Collector or other proper Officer of Customs, who shall verify the same, and transmit them under seal by the same Conductor or person in charge of the Railroad Carriages containing the Goods to which the Report Inwards has reference, to the Ports interested in the Goods therein reported.

4. One copy of the "General Report Inwards" shall accompany the Goods therein reported for the purpose of acquital by the different Customs Officers receiving Goods contained therein—and such General Report Inwards, when acquitted by the Collector or other proper officer of Customs at the last Port interested

Customs.

interested in the contents thereof, shall be transmitted by him with all convenient despatch, with one copy of the Way Report Inwards attested, to the Collector of the Port taking and verifying the same, on the arrival of the Goods in Canada.

5. One copy of the Way Report Inwards shall be transmitted by the Collector of Customs receiving the same, in the manner and under the circumstances set forth for the transmission of the General Report Inwards.

GOODS, THE PRODUCE OF CANADA, EXPORTED AND
RE-IMPORTED, ADMITTED DUTY FREE.

GOVERNMENT HOUSE,

Quebec, 19th March, 1863.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

WHEREAS the Customs Act and the Tariff contain no provision for the exemption from the payment of duty of articles which, being the growth, produce or manufacture of Canada, have been exported out of the Province and are afterwards brought back into it, and in the absence of any express exemption, such articles have hitherto been considered as governed by the general law affecting importations and therefore charged with the ordinary duties of Customs imposed on such articles without reference to their Origin ;

And whereas it has been reported by the Hon. the Minister of Finance that the law, as necessarily applied to such cases, is in most instances attended with hardship to the Canadian Trader or Manufacturer, that it is desirable to adopt, with reference to such importations, a view analogous to that which is taken of them in the English Customs Act and also under decisions of the American Treasurer.

His Excellency is therefore pleased to Order and it is hereby Ordered under authority of the 43rd Sec. of Cap. 16 Con. Stat. Can. that hereafter any Goods, Wares and Merchandise, the growth produce or manufacture of Canada, exported to any Country beyond the limits of the Province and brought back into Canada in the same condition as when exported and in the original packages, and upon which no drawback or bounty has been allowed may be so imported Free ; provided that the property in such goods continue in the same person or persons by whom they were exported, and that such re-importation takes place within three years of the date of the Exportation, and that the identity of the said goods be established to the satisfaction of the Customs authorities, and all other regulations complied with which may be prescribed in regard to such importations by the proper Department.

Certified,

WM. H. LEE, C. E. C.

Customs.

WAREHOUSING PORTS.

GOVERNMENT HOUSE, OTTAWA,

Tuesday, the 24th day of December, 1867.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Honorable the Minister of Customs, and under and in virtue of the authority given and conferred by the Act passed during the present Session of the Legislature, intituled : "An Act respecting the Customs," His Excellency in Council has been pleased to make the following Regulation :

REGULATION.

"In addition to the Warehousing Ports mentioned in the Act passed during the present Session of the Parliament of Canada, and intituled : "An Act respecting the Customs," the Ports mentioned in the annexed lists, and being in the Provinces of Ontario, Quebec, Nova Scotia and New Brunswick, and which are now Warehousing Ports in those Provinces respectively, shall be and they are hereby continued as such Warehousing Ports, and are hereby declared to be so accordingly."

WM. H. LEE,

Clerk, Privy Council.

ONTARIO.

Amherstburg
Bytown
Brantford
Chatham
Chippawa
Cornwall
Cramahe
Clifton
Darlington
Dover
Dunnville
Dundas
Guelph

Oakville
Oshawa
Paris
Picton
Queenston
Sarnia
Sault Ste. Marie
Stratford
Trenton
Whitby
Windsor
Woodstock

Customs.

QUEBEC

Amherst, ¹Magdalen Island
 Coaticook
 Gaspé
 New Carlisle

NOVA ¹SCOTIA.

Halifax
 Amherst
 Annapolis
 Antigonish
 Arichat
 Baddeck
 Barrington Passage
 Bear River
 Bridgetown
 Canning (in Cornwallis)
 Digby
 Kelly Cove (Great Bras d'Or)
 Guysboro Harbour
 Bridgewater in La Haie
 Liverpool
 Lunenburg
 Mahone Bay
 Margaretsville
 North Sydney
 Pictou
 Port Gilbert
 " Hawkesbury
 " Hood
 " Medway
 Pugwash

Ragged Islands
 Saint Anne's
 Saint Peter's
 Sidney
 Tatamagouche
 Wallace
 Weymouth
 Windsor
 Yarmouth

NEW BRUNSWICK

Bathurst
 Buctouche
 Campbellton
 Welchpool
 Caraquette
 Chatham
 Dalhousie
 Edmundston
 Fredericton
 Grand Falls
 Moncton
 Newcastle
 Richibucto
 Sackville
 Shediac
 St. Andrews
 St. George
 St. John's
 St. Stephens
 Andover
 West Isles
 Woodstock

Customs.

List of Warehousing Ports, in addition to those mentioned in the Customs Act, and the Order in Council of 24th December, 1867.

DATES OF ORDERS IN COUNCIL.		NAMES OF WAREHOUSING PORTS.
5th March,	1868	Gananoque, Ontario.
"	"	Newcastle, Ontario.
"	"	Horton, Nova Scotia.
6th April,	"	Mulgrave, Nova Scotia.
27th April,	"	Elgin, Ontario.
"	"	Napanee, Ontario.
12th May,	"	Shelburne, Nova Scotia.
20th June,	"	Maitland, Nova Scotia.
"	"	Richmond, New-Brunswick.
26th June,	"	Londonderry, Nova Scotia.
9th December,	"	Parrsboro, Nova Scotia.
18th January,	1869	Dorchester, New-Brunswick.
25th June,	"	Three Rivers, Quebec,
8th March,	1870	Hillsborough, New-Brunswick.
22th September,	"	Ryerse, Ontario.
16th October,	"	Owen Sound, Ontario.
18th November	"	Winnipeg, Manitoba.
19th April,	1871	Morrisburgh, Ontario.
6th May,	1872	Percé, Quebec.
25th November	"	Wallaceburg, Ontario.
2nd April,	1873	Town of Lindsay, Ontario.
"	"	New Glasgow, Nova Scotia.
3rd May,	"	Guysborough, Nova Scotia.
7th July,	"	Port Williams, Nova Scotia

Customs.

IMPORTATION OF ANIMALS FOR IMPROVEMENT OF STOCK.

CUSTOMS DEPARTMENT.

O.C. May 13/87 Ottawa, 31st December 1867.

NOTICE is hereby given that His Excellency the Governor General in Council has been pleased, under the authority vested in him, to order and direct that horses, horned cattle, sheep, pigs, and other animals, poultry and fancy birds, when specially imported for the improvement of stock in Canada, whether by Agricultural Societies or private individuals, shall, until otherwise ordered, be imported without being liable to the payment of Customs duty, and should be entered accordingly.

By command

R. S. M. BOUCHETTE,
Commissioner of Customs.

CUSTOMS DEPARTMENT.

Ottawa, Oct. 1st, 1870.

NOTICE is hereby given, that His Excellency the Governor General, by an order in Council, bearing date the 26th of September last, has been pleased to approve of the following Regulations governing the Importation of Animals for the improvement of stock, under Sec. 4, of 33 Victoria, Cap. 9.

REGULATIONS.

1. In all cases a certificate of purity of blood given by the breeder of the animal, and accompanied by a certificate of identification, signed and sworn to by the importer, should be furnished to the Collector at the Port of entry.
2. In addition to the foregoing certificate, there shall be required in special cases, the further evidence hereinafter mentioned, viz :

BLOOD HORSES.

3. A proper pedigree referring to the English or American Stud Book, to be given by the breeder in his certificate.

HORSES OF OTHER BREEDS.

4. Such horses having no Stud Book, an authenticated certificate of purity of blood and identification will be sufficient.

Customs.

SHORT HORN CATTLE.

5. The Breeder's certificate should embody a correct pedigree, referring to the English or American Short Horn Book.

HEREFORD CATTLE.

6. The pedigree should refer to the English Hereford Herd Book.

DEVON CATTLE.

7. The pedigree should refer to the English or American Devon Herd Book

AYRSHIRE CATTLE.

ANGUS CATTLE.

GALLOWAY CATTLE, or

ALDERNEY CATTLE.

A certificate of purity of blood and identification will be sufficient, as first herein above mentioned.

8. And any other breed or description of cattle which is not specially named in the foregoing, shall be held to be included in the general description embodied in the Regulation I.

SHEP, PIGS, AND POULTRY.

9. In these cases a similar certificate and identification will be required as in the next preceeding case.

R. S. M. BOUCHETTE,
Commissioner of Customs.

SPIRITS IN CASKS CONTAINING LESS THAN 100 GALLONS.

GOVERNMENT HOUSE, OTTAWA.

Monday, 6th April, 1868.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

WHEREAS by the 81st section of the Act 31 Vic., Cap. 6, intituled : " An Act respecting the Customs, " it is enacted that—" Except in cases which by any regulation to be made by the Governor in Council, may be excepted from the operation of this section, all spirits (unless it bottle and imported from the United

United

Customs.

United Kingdom, or in bond from a Bonded Warehouse in some British Possession) brought into Canada, in casks and packages of less size than to contain one hundred gallons, shall be forfeited."

And whereas Brandies and other Spirits are usually exported from Europe in Casks or other packages, containing less than one hundred gallons, whereby such goods, when imported into Canada, would become liable to forfeiture as aforesaid, unless excepted from the operation of the 81st section of the Act referred to,—Therefore His Excellency in Council, on the recommendation of the Honorable the Minister of Customs, and under the authority given by the said Act, has been pleased to make the following "Regulation."

"All importations of spirits made direct to Canada from European Ports, shall be and they are hereby excepted from the operation of the 81st section of the Act 31 Vic., Cap. 6, intituled ; "An Act respecting the Customs "

WM. H. LEE,
Clerk, Privy Council.

SWINE IMPORTED IN BOND :—Regulations for Slaughtering, Curing and Packing of.

GOVERNMENT HOUSE, OTTAWA,

Friday, 22nd day of May, 1868.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

*Repealed see
Ok May 7/75
new regulations
established*

WHEREAS it is amongst other things enacted by the 58th section of the Act 31 Vic., Cap. 6, entitled : "An Act respecting the Customs that the "Importer of any cattle or swine, may slaughter and cure and pack the same " (and if such cattle or swine are imported in the carcass, may cure and pack " the same) in bond," providing such slaughtering, curing and packing be done and conducted under such Regulations and restrictions as the Governor in Council may from time to time make for this purpose ; which said Regulations may extend to the substitution of Beef and Pork in quantities equivalent to the produce of such cattle and swine.

And whereas it has been found expedient to give effect to the said section 58, so far as regards the importation of swine.

Customs.

His Excellency in Council on the recommendation of the Honorable the Minister of Customs and under the authority of the 58th clause of the said recited Act, has been pleased to order and it is hereby ordered that the slaughtering curing and packing of swine in bond shall be done and conducted under the Regulations and restrictions following, viz :—

1. The Importer of live hogs or swine intending to avail himself of the privilege conferred by the said section 58 of the Act hereinbefore mentioned, shall apply to the Collector of Customs at or nearest the place at which he intends importing or entering such swine, and shall furnish such Collector with a brief description in writing of the premises intended to be used as a killing pen; and curing and packing house for the purposes aforesaid; and should the Collector approve of such premises, he will constitute the same constructively into a Warehouse for the special object, and the said premises shall to all legal intents and purposes be and be dealt with as one of the Queen's warehouses; and the Importer shall enter into and execute the usual bond given by the owners of warehouses placed under the Crown's lock.

2. Upon every importation of swine, the Importer shall enter the same in the usual way to be warehoused, and shall have the said swine taken to the premises hereinbefore referred to and approved as a Customs Warehouse, where the same shall be counted on arrival, and the Importer shall give bond on each such Importation in double the amount of the duties payable under the Tariff on such importation, the condition of which bond shall be that upon the due exportation within one year of the products of the said swine converted into Pork, Bacon, Hams or Lard, the said bond shall be and become null and void, otherwise shall be and remain in full force and virtue.

3. And whereas, the duty imposed upon swine is a specific duty on each animal at so much per head, without reference to weight or size, and that it is necessary in order to facilitate the balancing of the accounts of what goes into the warehouse, and what comes out in another form for exportation, that a ratio should be established between the weight of the live animal warehoused and the equivalent weight of the merchantable products of such animal after he has been slaughtered,—it is considered that the average weight of a live hog may be taken at 200 lbs., and that the equivalent of such live hog in Pork, Bacon, Hams, and Lard is 113 lbs., that every 113 lbs. weight of Pork, Bacon, Hams or Lard taken out of the warehouse shall be deemed to represent one live hog put into the warehouse, and the exportation of that quantity of Pork, Bacon, Hams or Lard will be equivalent to the exportation of one of the live hogs bonded, and if the same, instead of being exported should go into consumption in this Dominion, it shall be charged with a duty of \$2 as being the merchantable manufactured equivalent of the live animal chargeable with that duty on importation.

4. The feet, bones and trimmings, if not exported, shall be subject to duty on leaving

Customs.

leaving the warehouse for consumption in Canada, and every 200 lbs. weight of such feet, bones and trimmings shall be considered as equivalent to the importation of one live hog, and be as such charged with a duty of \$2 on being so entered for consumption in Canada.

5. With regard to the importation of swine in the carcass to be cured and packed in bond for exportation, the same shall be entered in the usual way for the warehouse, and be placed in the curing or packing house so as aforesaid constituted into a warehouse, for the special purposes of curing and packing pork under the said Act, the weight of such carcasses to be duly ascertained by the proper Officer of Customs, on the same being placed into the Warehouse, and bonds shall be given in double the amount of the duties accruing on the said pork conditioned for the due exportation of the same within 2 years.

6. The killing pen, curing and packing houses and all cellars and stores included in the premises hereinabove mentioned, shall be accessible at all times whilst work shall be going on there, or at other times between sunrise and sunset, to the inspection and survey of the Collector of Customs or of any other Officer of the Port at which the same may be situated.

WM. H. LEE,
Clerk Privy Council.

DRAWBACKS ON EXPORTATION OF IMPORTED GOODS.

GOVERNMENT HOUSE, OTTAWA;

Thursday, 28th day of May, 1868.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Honorable the Minister of Customs, and under and in virtue of the authority given by the 10th section of the Act passed during the late session of the Parliament of Canada, 31 Vic. cap. 44, intituled : "An Act to amend the Act of the present session, intituled : *An Act imposing duties of Customs with the tariff of duties payable under it*," His Excellency in Council has been pleased to approve of the following Regulations respecting Drawbacks claimed on the exportation of goods under the said 10th section of the Act above referred to, viz :

Customs.

REGULATIONS

Governing Drawbacks under the 10th sec., 31 Vic. cap. 44, on the exportation of duty paid articles in certain cases.

New Sec 136-40210-09610

10. The manufacturer of any article, wholly manufactured in this Dominion out of materials imported into it, and upon which any duty of Customs has been paid, shall, upon the exportation of the said manufactured article, be entitled to a drawback equal to the duties that shall have been paid upon such quantity of the raw or duty paid material as shall have entered into and been consumed in the production of the manufactured article to be exported.

20. To entitle himself to the drawback, the manufacturer shall comply with the following conditions.

1.—He shall make due entry of the manufactured article for exportation, and deliver to the Collector of the Port where such entry is made, a statement showing the marks and numbers of the packages, the designation of the contents of such packages,—the quantity of the manufactured article,—the place where manufactured,—the quantity of the raw and duty paid materials entering into the composition of the said manufactured articles,—the date or dates of the importation of such raw material,—the number of the entry or entries of such raw material,—the amount of duty paid on the same, and the Port at which entered and paid,—the Port or place in the Foreign Country to which such manufactured article is to be exported, and the name of the vessel or Line of Railroad by which the exportation is intended to be made.

2—To the foregoing statement, which shall be made out in the form prescribed by the Customs Department, the following oath shall be attached and be taken by the manufacturer before the Collector, viz :

I, _____ the manufacturer of the goods hereinbefore mentioned and entered for exportation, do solemnly swear that the foregoing statement is in every particular true.

(Signed), _____

Sworn before me, this _____ day of _____,

Collector.

30. The Collector, or some Chief Officer of the Port, by his direction, shall thereupon examine the packages so entered for exportation, and verify the correctness of the said statement, in so far as he may, and if satisfied therewith, he will require the manufacturer to execute the following Bond :

Customs.

BOND.

Know all men by these presents that we, A. B. & C. of
are held and firmly bound to our Sovereign Lady the Queen in the sum of
a) _____ for the payment of which sum of money,
we bind ourselves, our heirs, executors and administrators, jointly and severally—
firmly by these presents, sealed with our seals, and dated this

day of _____ in the year of Our

Lord

Whereas the above bounden A _____ has
entered for exportation the following goods, viz : (here describe the number of
packages, their marks and numbers, and weight and values of such goods) :
NOW the condition of this obligation is such that if the said packages, with
their contents, shall be actually landed at the Port of _____ in
_____ or at some other Port or place without the limits
of Canada, and the certificates and other proofs of such landing and the delivery
of the same at such place shall be produced at this office within
months from the date hereof, and shall not after being laden for exportation as
aforesaid, be unladen or reloaded within the limits of this Province, (unavoid-
able accidents excepted,) then the above obligation to be void and of no effect,
otherwise to remain in full force and virtue.

A. _____ (LS.)

B. _____ (LS.)

C. _____ (LS.)

Signed, sealed and delivered in
the presence of

—

40. The Entry being so made and Bond executed the goods to be exported
shall be laden and manifested for exportation either by Ship or by Railroad, and
the Collector shall thereupon grant to the Exporter a Certificate in the following
form :—

No. CERTIFICATE.

This certifies that _____ having on the
day of _____ duly entered at this Port for exportation, the follow-
ing goods, viz : (Marks and Nos., &c., as in the Entry,) and the same having
been on the _____ day of _____ 186 _____,
shipped or laden (if by water, state the name of the Ship and Master, and where
bound—if by Railroad, the name of the Line and the destination)—he, the said
_____ or his Assignee, thirty days after the
production

ORDERS IN COUNCIL.

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production at this Office of a duly authenticated copy of the Entry inwards of
the said goods, at the Port or place of destination aforesaid, or at some other
Foreign Port or place, and upon the said or
his Assignee, making oath on the face of such Foreign Entry, of the identity of
the goods so entered at the Foreign Port or Place, with the goods so entered for
exportation he shall be entitled to the sum of dollars, being
the amount of drawback allowed by law upon the exportation of the said goods.

Given at the Custom House, Port of _____ this _____ day of _____

Collector.

(a) The full value of the goods exported.

50. Such Certificates shall be numbered in a consecutive series, at the Ports where they are respectively issued, and before the delivery of the Certificate to the Exporter, its issuing shall be recorded in a book to be called the Drawback Certificate Book, which shall be kept at the Custom House, and the form of which shall be as hereunder :—

1. No of Certificate.
2. Date of Certificate.
3. Name of the party to whom issued
4. Marks and No. of Packages.
5. Contents.
6. Date of Entry for exportation.
7. When Shipped.
8. Where to.
9. Name of the vessel or R. R.
10. Amount of Drawback incertificate.
11. Date when paid.
12. Signature of Recipient.

60. No Drawback shall be allowed, unless the amount of such drawback shall exceed \$50.

WM. H. LEE,
Clerk Privy Council.

Customs.

DRAWBACKS ON EXPORTATION OF IMPORTED GOODS.

GOVERNMENT HOUSE, OTTAWA.

23rd day of October, 1868.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Honorable the Minister of Customs, and under and in virtue of the authority given by the 10th section of the Act passed during the late Session of the Parliament of Canada, 31st Vic., Cap. 44, intituled : "An Act to amend the Act of the present Session, intituled : An Act imposing duties of Customs with the tariff of duties payable under it," His Excellency in Council has been pleased to approve of the following additional Regulations respecting Drawbacks claimed on the exportation of goods under the said 10th section of the Act above referred to, viz ;—

REGULATIONS.

1. Goods having been entered for duty and having passed into the hands of the importer, in cases where said goods are found not to be the goods ordered, notice of such fact may be given to the Collector of Customs at the Port of Entry, within one month of the date of such entry, accompanied by a request for leave to return the said goods to the place and party where and from whom the same were purchased, and that the duties paid thereon be refunded ; whereupon the Collector having verified the statement of the importer, and having ascertained that the package to be exported is a whole package, and that its contents are identically the same as originally entered for duty, shall report the same to the Department, and the Minister of Customs shall thereupon issue an order to the Collector to refund the duties upon due proof of exportation ; Provided that if such goods are not actually exported within one month from the date of such order it shall be void and of no effect.

2. Whereas cases frequently arise for which no general order or regulation is provided, in which goods upon which duty has been paid require to be exported, and injury or hardship may be endured by imports, to the disadvantage of the commercial interests of the Dominion, unless some means of redress be provided.— It is therefore ordered that in all such special cases, it shall be lawful for the Minister of Customs to consider the grounds and examine the merits of each application and make such order thereupon subject to the approval of the Treasury Board, as may, in his judgment, be necessary for the relief of the parties, and consistent with the interest and security of the revenue.

WM. H. LEE,

Clerk Privy Council

Customs.

FOREIGN REPRINTS OF BRITISH COPYRIGHT WORKS.

GOVERNMENT HOUSE, OTTAWA,

Monday, 28th day of September, 1868.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

HIS Excellency was pleased to lay before the Council, a copy of his Proclamation of the twenty-fourth day of September, A. D. 1868, announcing pursuant to the suspending clause therein, Her Majesty's Royal approval of the Act of the Parliament of Canada of the 31st Victoria, Chapter 56, intituled : " An Act to impose a duty on Foreign Reprints of British Copyright Works, " and the issuing of an Order of Her Majesty in Council, under the Imperial Act of the 10th and 11th Victoria, Chapter 95, suspending, so far as regards this Dominion during such time as the said first mentioned Act continues in force within the same, the Prohibitions contained in certain Acts of the Imperial Parliament against the importing, selling, letting out to hire, exposing for sale or hire, or possessing, foreign reprints of Books first composed, written, printed or published in the United Kingdom of Great Britain and entitled to copyright therein.

Whereupon, under the authority of the said Act of the Parliament of Canada, it was by His Excellency, by and with the advice of his Privy Council, Ordered. And it is hereby ordered, that on, from and after the first day of October next, all Copyright Works being first composed or written and printed in the United Kingdom, and printed or reprinted in any other country, and with regard to which the notice to the Commissioners of Customs required by any Act of the Imperial Parliament in that behalf, shall have been given, and a list of which shall have been published by the proper authority in England, from time to time, and as the list in the form established by Law, shall have been furnished the Customs Department for that purpose, by the Imperial Authorities, may be entered for duty on payment of twelve pounds ten shillings upon every one hundred pounds value thereof—and under and subject to the same regulations as dutiable goods are now, or may hereafter be, admitted to entry for payment of duty under the authority of any law of this Dominion relating to Customs, Trade or Navigation.

That all sums collected as duty on such Copyright Works shall (less the cost of advertising, postages and making up the accounts of the same,) at the end of every fiscal year, say 30th June, be remitted to Her Majesty's Principal Secretary of State for the Colonies, or such other Officer or party as may be from time to time appointed by competent authority to receive the same, together with a

statement

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statement shewing the amounts collected for each Copyright Work, in order that the proceeds of such duty may be paid over to or among the party or parties beneficially interested in the Copyright of the Works which may be imported under these Regulations.

Whereof the Honorable the Minister of Customs shall take due notice, and give the necessary directions for carrying the same into effect.

WM. H. LEE,
Clerk Privy Council.

SUFFERANCE WHARVES AND WAREHOUSES.

GOVERNMENT HOUSE, OTTAWA,

23rd day of October, 1868.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

WHEREAS it is provided by Cap. 6, of the Act 31st Vic., sec. 10, sub-sec. 5, that "the Governor in Council may make such regulations as may be considered advisable for the appointment of Sufferance Wharves and Warehouses at which goods arriving by vessels in transit to other Ports or confined to certain days of departure, may be landed and afterwards stored before entry;" And whereas it is expedient that the accommodation so contemplated should be afforded in all cases where the same may be found necessary,—His Excellency in Council, on the recommendation of the Honorable the Minister of Customs, and under the authority of the said recited Act has been pleased to order, and it is hereby ordered, that on application to the Minister of Customs by the owner or master of any Packet Steamer, or other vessel being a regular trader, specifying the name and tonnage of the said steamer or other vessel, the general time of her arrival and departure, and the ports between which she is accustomed to sail, also designating the wharf at which she is accustomed to land and the building in which it is proposed to store her cargo, it shall be lawful for the said Minister of Customs to declare the said wharf and building to be a sufferance wharf and warehouse for the purposes of the Act, and to authorize the Collector of the port to grant a warrant or licence, for a specified time, to the Master of such steamer or other vessel to land his cargo and store the same at the wharf and in the building so declared to be a sufferance wharf and warehouse, without previous entry, the said Master having previously executed a bond to the Crown in

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in such penal sum as the said Minister of Customs may consider equitable. but not less than one thousand dollards, providing that the said master will not fail to leave in the hands of the Landing Waiter or other Officer of Customs appointed for the purpose, a report of the contents of his vessel for each voyage, and that he will in all other respects conform to the requirements of the law in such case, and will use his utmost diligence to prevent any infraction thereof by any person or persons arriving at such port in his vessel.

WM. H. LEE,
Clerk Privy Council.

VESSELS ARRIVING FROM SEA AT PORTS ON RIVER ST. JOHN, N. B.

GOVERNMENT HOUSE, OTTAWA,

23rd day of October, 1868.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the reonmmendation of the Hon. the Minister of Customs and under the authority given by the 5th sub-sec. of section 13 of the Act 31st Vic. Cap. 6, intituled : " An Act respecting the Customs, " His Excellency in Council has been pleased to approve of the following Regulations respecting Vessels arriving from Sea at Ports on the River St. John, New Brunswick, viz :—

REGULATIONS.

The Master of any vessel arriving with cargo at the Port of St. John, in the Province of New Brunswick, bound for Fredericton, or any other Port on the Saint John River, shall report at the Office of the Collector of Customs before proceeding up the River, and shall take on board an authorized Officer to remain until such vessel shall have been entered at Fredericton or some other Port, provided that the said Master shall be only required to report to said Collector at Saint John, the fact of the arrival of such vessel with a cargo, without producing any manifest, statement or other specification thereof, and for any failure to so report, or for refusing to take on board such officer, the said Master shall be subject to a penalty of four hundred dollars, and if such Master shall not provide room under deck in the forecastle or steerage for the Officer's bed, with good and sufficient food, he shall be liable to a penalty of fifty dollars for each offence.

WM. H. LEE,
Clerk Privy Council

Customs.

TARE ON SUGAR. ALLOWANCE FOR.

GOVERNMENT HOUSE, OTTAWA,

Thursday, 25th day of March, 1869.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

WHEREAS by the 27th section of the Act 31st Vic. Cap. 6, intituled : " An Act respecting the Customs, " it is provided that " in all cases where duties " are charged according to the weight, tare, gauge or measure, such allowances " shall be made for tare and draft upon the packages, as may be appointed by " regulation made by the Governor in Council ; "

And whereas it is desirable to establish a uniform practice at all the Ports of Entry in the Dominion, in reference to the allowance for tare on sugar.—

On the recommendation of the Honorable the Minister of Customs, His Excellency has been pleased the order, and it is hereby ordered, that the following Regulations be, and the same are hereby adopted :

From and after this date, there shall be allowed for tare on sugar imported in hogsheads, twelve per centum, and in tierces, fourteen per centum of the gross weight of each, and on barrels, an allowance of twenty six pounds each. On bags in which sugar is imported, an average tare shall be allowed, to be ascertained by weighing one bag out of every ten.

If in any case, objection is taken to the above scale of allowances for tare, then the actual tare according to the original invoice may be allowed, subject however to such examination, either by actual weighing or appraisement, as may be thought necessary by the Collector of the Port, to prove that the actual weight of packages is not less than that stated in such invoice.

WM. H. LEE,
Clerk Privy Council.

Customs.

BONDING WAREHOUSES. PRIVILEGE OF USING STORES AS.

GOVERNMENT HOUSE, OTTAWA.

Friday, 25th day of June, 1869.

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

WHEREAS by Section 55, Cap. 6, 31st Victoria, the Governor in Council is authorized to make regulations respecting Warehousing Ports and Bonding Warehouses,—

His Excellency in Council on the recommendation of the Honorable the Minister of Customs, and under the authority aforesaid, has been pleased to Order, and it is hereby Ordered that in each of the Ports of Hamilton, London, Toronto, and Kingston, in the Province of Ontario, in Montreal and Quebec, in the Province of Quebec, in St. John, in the Province of New Brunswick, and in Halifax in the Province of Nova Scotia, each person obtaining or having the right and privilege of using any store or building, or part of such store or building, as a Bonding Warehouse shall, for such privilege, pay to the Collector of Customs, on the first day of September in each year, the sum of forty dollars, and if the same shall remain unpaid for the term of one month thereafter, then the privilege of using such store or building as a Bonding Warehouse shall be cancelled.

WM. H. LEE,
Clerk Privy Council.

DRAWBACK ON GOODS EXPORTED TO P. E. ISLAND AND NEW-
FOUNDLAND.

GOVERNMENT HOUSE, OTTAWA.

Wednesday, 18th day of May, 1870.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

WHEREAS by Section 11 of the Act 31 Vic, Cap. 7, intituled : " An Act imposing duties of Customs with the Tariff of duties payable under it ; " the Governor in Council is empowered to prescribe Regulations, under which Drawback may be allowed on goods exported to Newfoundland or Prince Edward Island, on which duties of Customs have been paid.

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL, on the recommendation of the Honorable the Minister of Customs, and under the authority aforesaid, has been pleased to order, and it is hereby Ordered, that for the purpose of securing the said Drawback, the following rules shall be observed, viz :

Customs.

The Exporter of any duty paid goods to either of the said Colonies of Newfoundland and Prince Edward Island, which Exporter must also be the original Importer, shall if the value thereof amount to the sum of one Hundred Dollars, make and subscribe an Export Entry of the same before the Collector of Customs of the port from which the said goods are to be exported, in the usual form, stating the name, nationality and destination of the vessel, and the name and address of the consignee, with the designation, quantity and value of said goods, and the amount of duty originally paid thereon; and shall make and subscribe an affidavit, upon some convenient part of the said Entry, setting forth and affirming, that the goods as described in the said Entry are to be exported as stated in said Entry, and that the value assigned to the said goods, is the same as the value upon which the said Exporter paid duty when the same were imported by him, to the Customs of the Dominion of Canada, and no more, which Entry shall be made and subscribed in triplicate. One copy to be retained at the Custom House, one to be sent to the Department of Customs, Ottawa, and the remaining copy to be transmitted by the Exporter with the goods to the consignee, and on the return of the latter, with the certificate of the Collector of Customs, or otherwise duly authorized official, setting forth and testifying that the goods as described and valued in said Entry, have been duly received and entered at said port of destination, then it shall and may be lawful for the Collector of the port at which the said Export Entry had been made, to pay the amount of Drawback to the Exporter, taking his receipt therefor.

Certified.

WM. H. LEE,
Clerk Privy Council.

PACKAGES CONTAINING "FREE GOODS," TO BE ADMITTED DUTY
FREE.

GOVERNMENT HOUSE, OTTAWA,

Thursday, 2nd day of June, 1870.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Honorable the Minister of Customs, and under the authority given by the 4th. Section of the Act 31 Vic Cap. 6, intituled : "An Act respecting the Customs." His Excellency has been pleased to Order and declare, and it is hereby ordered and declared, that all Packages containing "Free Goods," when such Packages are of the description in which such goods are usually imported, and are not more valuable than the goods they contain, shall be entered free of duty.

WM. H. LEE,
Clerk Privy Council.

Customs.

MANITOBA.—PARTS OF THE CUSTOMS LAWS MADE APPLICABLE TO

GOVERNMENT HOUSE, OTTAWA,

Friday, the 18th day of November, 1870.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

WHEREAS by the Act 33 Victoria, Chapter 3, Section 28, intituled : “ An Act to amend and continue the Act 32 and 33 Victoria, Chapter 3, and to establish and provide for the Government of the Province of Manitoba, it is provided that such provisions of the Customs Laws of Canada (other than such as prescribe the rate of duties payable) as may be from time to time declared by the Governor General in Council, to apply to the Province of Manitoba, shall be applicable there to and in force therein accordingly.

His Excellency in Council on the recommendation of the Honorable the Minister of Customs, and under the authority aforesaid, has been pleased to Order and it is hereby Ordered, that the following provisions of the Customs Laws of Canada, being the Acts or parts of Acts of the Parliament of Canada hereinafter mentioned be, and the same are hereby declared to apply to the said Province of Manitoba that is to say :

Sections 1 to 14 inclusive, and also Sections 37 to 50 inclusive, of the Act 31 Victoria, Chapter 5, intituled : “ An Act respecting the Collection and Management of the Revenue, the Auditing of Public Accounts, and the liability of Public Accountants. ”

The whole of the Act 31 Victoria, Chapter 6, intituled : “ An Act respecting the Customs, ” excepting thereout, Sections 2, 3, 4, 5, 19, 20, 101, 138, 139 and 140.

Sections 8, 10, 11, 13, 17 and 18 of the Act 31 Victoria, Chapter 7, intituled : “ An Act respecting Duties of Customs, with the Tariff of duties payable under it. ”

Sections 10 and 13 of the Act 31 Victoria, Chapter 44, intituled : “ An Act to amend the Act of the present Session, intituled : “ An Act imposing Duties of Customs, with the Tariff of Duties payable under it. ” And

The whole of the Act 33 Victoria, Chapter 8, intituled : “ An Act to explain and amend the Act respecting the Collecting and Management of the Revenue, the Auditing of Public Accounts, and the liability of Public Accountants. ”

WM. H. LEE,
Clerk Privy Council, Canada.

Customs.

MACHINERY IMPORTED FREE OF DUTY. REGULATIONS RESPECTING.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor-General in Council on the 7th June 1871.

On a Memo dated 1st June 1871 from the Hon. the Minister of Customs stating that by the 4th Section of the Act of Parliament of Canada, Cap. 10, intituled : "An Act to amend the Act relating to duties of Customs" it is provided that the Governor in Council may authorize the admission free of duty of any Machinery to be used in any Canadian manufactory, on satisfactory evidence that the Machinery is not then manufactured in Canada.

That should this clause of the Act be held to require that every case, in which exemption from duty may be claimed under it, should be specially considered by the Privy Council, it is apprehended that owing to the frequency of such applications both inconvenience and delay might arise in carrying out the object of the law.

He therefore suggests that a general order be passed prescribing what shall constitute the satisfactory evidence required, and that the applications of the Importers of such machinery, with the evidence so prescribed, should be transmitted to the Department to be considered and disposed of by the Minister of Customs instead of being submitted to Council.

The evidence he submits should consist 1st. of a declaration of the Importer, 2d. of a certificate signed by two practical machinists or persons engaged in manufactures in Canada.

The declaration and certificate to be in the form hereunder proposed and both documents to be attested before a competent public officer.

The Committee advise that the recommendation of the Minister of Customs be approved and adopted.

(Certified)

WM. H. LEE,
Clerk Privy Council.

IMPORTER'S DECLARATION.

I, _____ the Importer
of the machinery following, viz :—
do hereby declare, that to the best of my knowledge and belief, no machinery of the description hereinabove described is manufactured in Canada, and that the said machinery is imported to be used in the manufactory, of which I am the proprietor (or one of the proprietors).

Sworn before me at

this _____ day of

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MACHINISTS' OR MANUFACTURERS' CERTIFICATE.

WE, the undersigned

and

of

do hereby certify that we

have reason to believe, and do verily believe, that no machinery of the description imported by

and above by him described, is manufactured in the

Dominion of Canada

Severally sworn before me, at

this

day of

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WINNIPEG.—PART OF RED RIVER DECLARED TO BE WITHIN LIMITS OF PORT OF—

GOVERNMENT HOUSE, OTTAWA.

Tuesday, 13th day of June, 1871.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Hon. the Minister of Customs, and for the reasons given in his Report of the 8th June instant, His Excellency has been pleased to order, and it is hereby ordered, that the Red River, in the Province of Manitoba, from the point of its intersection with the Boundary Line between the United States and the said Province of Manitoba (Canada) to its junction with Lake Winnipeg, shall be and the same is hereby declared to be comprised within the limits of the Port of Winnipeg under the following conditions and restrictions, that is to say :—

All Steamers, Vessels and Boats of any kind, on entering the said Province of Manitoba, on the Red River, shall be, and they are hereby required to report at the Out Port of North Pembina and to comply with all existing requirements of the Law, but, on payment of duty at that Out Port on goods destined for any place between that out Port and the Port of Winnipeg, they be permitted, on the warrant of the Sub-Collector, to land and discharge such goods, or the luggage of such passengers as may desire to disembark, before reaching the said Port of Winnipeg.

That in like manner, after payment of duties at the Port of Winnipeg, the same privilege be granted them as at the said Out Port—to land and discharge goods under the restrictions aforesaid at any place on the Red River above or below

Customs.

below Winnipeg—and all steamers plying within the limits, and observing the conditions aforesaid shall be considered and treated as trading within the limits of the said Port of Winnipeg.

WM. H. LEE,
Clerk Privy Council

PROPRIETARY MEDICINES, &c. —DUTY THEREON DECLARED.

GOVERNMENT HOUSE, OTTAWA,

Monday, 6th. day of November, 1871.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Honorable the Minister of Customs and under the authority of the Act 31 Vic., Cap. 6, Sec. 4, entitled : “ An Act respecting the Customs, ” His Excellency has been pleased to order, and it is hereby ordered, that from and after the date hereof, the following articles when imported into Canada, or taken out of Warehouse for consumption therein—that is to say : Spirits and Strong Waters mixed with any ingredient or ingredients, and although thereby coming under the denomination of Proprietary Medicines, Tinctures, Essences, Extracts or any other denomination, shall be, and they are hereby declared to be chargeable with the duty imposed by the 3rd Section of the Act 33 Vic., Cap. 9, and with no other Customs duty.

WM. H. LEE,
Clerk, Privy Council.

HORSES &c., BRINGING PROVISIONS FROM UNITED STATES,
INTO BRITISH COLUMBIA, FREE OF DUTY.

GOVERNMENT HOUSE, OTTAWA,

Saturday, 25th day of May 1872.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Honorable the Minister of Customs and under the authority conferred by the 12th article of the 123rd Section of the Act 31st Victoria, Chapter 6, intituled “ An Act respecting the Customs. ” His Excellency has been pleased to order, and it is hereby ordered, that Horses and Mules or other pack animals bringing provisions or other merchandize from the United Sta

Customs.

States Territory across the Southern Boundary of the Province of British Columbia, be admitted without payment of duty on Bonds being given in an amount equal to double the duty on the animals brought in and conditioned for the due exportation thereof within a period of three months from the date of their entry into such Province, or the payment of the duties upon due entry before the expiration of that delay.

WM. H. LEE,
Clerk Privy Council.

TEA AND COFFEE.—DUTY OF 10 PER CENT IMPOSED ON

GOVERNMENT HOUSE, OTTAWA,

Tuesday, 24th day of December, 1872.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

WHEREAS by the Act passed in the 35 year of Her Majesty's Reign, entitled :
“ An Act to amend an Act of the present Session and to enable the Governor in Council to impose a duty on Tea and Coffee imported from the United States in the case therein mentioned ” it is provided that if at any time any greater duty of Customs should be payable in the United States of America on Tea or Coffee imported from Canada than on Tea or Coffee imported from any other Country, then the Governor in Council may impose on Tea or Coffee imported into Canada from the said United States a duty of Customs equal to the duty payable in the United States on Tea or Coffee imported from Canada ; provided that Tea or Coffee imported into Canada from any Country other than the said United States, but passing in bond through the United States, shall be free from duty.

AND WHEREAS the contingency contemplated by the above recited Act has occurred, and Tea and Coffee imported into the United States from Canada are subject to a duty of ten per cent *ad valorem*, while Teas and Coffees imported from Countries East of the Cape of Good Hope are free from duty.

His Excellency in Council on the recommendation of the Honorable the Minister of Finance, and under the authority aforesaid, has been pleased to order and it is hereby ordered, that a duty of ten per cent be imposed, from and after the first day of January next and the same is hereby authorized to be levied and collected on Tea and Coffee imported into Canada from the United States of America, from and after that date.

W. A. HIMSWORTH,
Clerk Privy Council.

Customs.

"OLD TOM GIN" MODE OF ASCERTAINING STRENGTH, FOR DUTY
PAYABLE ON

GOVERNMENT HOUSE, OTTAWA.

Saturday, 25th day of January, 1873.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

WHEREAS the article known as *Old Tom Gin*, being a sweetened Spirit, cannot be accurately tested for strength by Syke's Hydrometer in the mode prescribed by Law for testing spirituous liquors, and it is expedient with a view to uniformity in the collection of duty thereon, that an average strength should be adopted as the rule governing entries thereof.

His Excellency, on the recommendation of the Honorable the Minister of Customs, and under the authority given by the 4th section of the Act 31 Vic-Cap. 6, intituled : "An Act respecting the Customs," has been pleased to order and it is hereby ordered, that in collecting Customs Duty on the importation of *Old Tom Gin*, the same be dealt with and treated as a Spirit *twenty* per cent. under proof, or containing *eighty* per cent. of proof spirits.

W. A. HIMSWORTH,
Clerk Privy Council.

"FELTED CLOTH LIABLE TO CUSTOMS DUTY.

NOTICE.

CUSTOMS DEPARTMENT.

Ottawa, 4th June 1873.

Notice is hereby given that His Excellency the Governor General, by an Order in Council bearing date 30th of May last, has been pleased to order and direct that, while Felt for the manufacture of Hats and Boots should be admitted free of duty under the Tariff, duty must be charged on all Felted cloth of every description.

By Command,

J. JOHNSON,
Asst. Comm. of Customs.

Customs.

PORTS OF ENTRY ESTABLISHED BY ORDERS IN COUNCIL SINCE THE
PASSING OF THE ACT RESPECTING THE CUSTOMS, 1867.

DATE OF ORDERS IN COUNCIL.	NAMES OF PORTS OF CUSTOMS.
25 June 1869.	Three-Rivers, Out Port, constituted a Port of Entry and warehousing Port.
25 January 1870.	Amherst—Name changed to Magdalen Islands.
" " "	Bytown, " " to Ottawa.
" " "	Dalhousie, Ont., " to St. Catherines.
21 June "	" Locke Port", name of Port of " Ragged Islands" changed to
18 November "	Winnipeg, Prov. of Manitoba.
13 June 1871.	Do Part of Red River declared to be within the limits of Port of Winnipeg.
12 October "	" McAdams Junction " N. B.
6 May 1872	Percé, Port of Entry and Warehousing Port.
10 September "	Peterboro, Ont., Out Port, made a Port of Entry.
2 April 1873.	Lindsay, " made a Port of Entry and Warehousing Port.
3 May "	Guysborough, N. S.

*Customs.*OUT PORTS ESTABLISHED BY ORDERS IN COUNCIL SINCE THE
PASSING OF THE ACT RESPECTING THE CUSTOMS 1867.

DATES OF ORDERS IN COUNCIL.		NAMES OF OUT PORTS.	UNDER SURVEY OF
27 August	1868.	Edmonton, N. S. reduced to an Out. Port.	Grand Falls.
18 May	1869.	Byng Islet, Georgian Bay	Toronto.
28 "	"	Big Glace Bay, N. S. made an Out. Port under name of Port Caledonia	Sydney.
30 June	"	Nova Scotia	
" "	"	New Brunswick (See below)	
23 September	"	Sheet Harber, A. S.	Halifax.
" "	"	Tangier " abolished	
26 April	1870.	Shannonville, Ont.	Belleville.
" September	"	Point Le Preau, N. B. to be known as Sub. Port.	St. John.
22 "	"	Ryerse, Out. Port, to be a Warehousing Port Grand Harbour, N. B.	Campo Bello.
10 November	"	St. Armand and Rouse's Point, detached from Port of Montreal and placed under the survey of Port of	St. John's.
18 "	"	North Pembina, Manitoba	Winnipeg.
21 December	"	Lambton, Ont.	Wallaceburg.
" "	"	Baby Point, " abolished	
4 February	1871.	Queenston	Niagara.
6 "	"	Ship Harbour, N. S.	Halifax.
26 April	"	Esquimaux Point, detached from Quebec and placed under the survey of Gaspé.	Gaspé.
7 June	"	Tignish, N. S.	Amherst.
" "	"	Aspay Bay, N. S.	Baddeck.
31 July	"	Musquash and Quaco, N. B.	St. John.
14 May	1872.	Meaford, Ont.	Owen Sound.
25 "	"	Salmon River, N. B.	Hillsborough.
11 June	"	Silver Islet, Lake Superior	Sault Ste. Marie.
20 "	"	York Factory, N. W.	Winnipeg.
" "	"	Moose Factory "	Sault Ste. Marie.
20 June	1872.	Apple River, N. S.	Parrsboro'.
21 "	"	Getson's Cove	Lurenburg.
8 July	"	Alma. Out Port of Salmon River to be known as Alma	
30 September	"	Sherbrooke, Quebec	Coaticook.
2 October	"	Baie St. Paul	Quebec.
7 "	"	Lardoise, N. S.	Arichat.
" "	"	South Bar "	Sydney.
6 February	1873.	Cocagne, N. B.	Richibucto.
17 "	"	St. Thomas, Ont.	London.
" "	"	Strathroy "	do
2 April	"	New Glasgow, N. S.	Pictou.
" "	"	Jordan Bay "	Sherburne.
14 "	"	River Bourgeoise, N. S.	Arichat.
3 May	"	Port Mulgrave, reduced to an Out Port...	Guysborough.
7 July	"	Port Williams, N. S.	

Customs.

GOVERNMENT HOUSE, OTTAWA,

Wednesday, 20th day of June, 1869.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Honorable the Minister of Customs and under and in virtue of the 8th section of the Act, 31 Victoria, Cap. 6, intituled: "An Act respecting the Customs."

His Excellency has been pleased to order, and it is hereby ordered, that the following Ports in the Province of Nova Scotia, shall be and the same are hereby declared to be Out Ports of Entry, under the Survey of the respective Ports hereinafter mentioned, that is to say :

The Ports of Pugwash, Wallace and Joggins, to be Out Ports, under the Survey of the Port of Amherst.

The Ports of Advocate Harbour, and Ratchford's River, to be Out Ports, under the Survey of the Port of PARSBORO.

The Port of Little Bras d'Or to be an Out Port, under the Survey of the Port of North Sydney.

The Ports of Tatamagouche and Merrigonish, to be Out Ports, under the Survey of the Port of Pictou.

The Ports of Beaver River, Pubrico and Tusket, to be Out Ports, under the Survey of the Port of Yarmouth.

The Ports of Clementsport and Thorne's Cove, to be Out Ports under the Survey of the Port of Annapolis.

The Ports of Harbour Au Bouche and Little River, to be Out Ports, under the Survey of the Port of Antigonish.

The Port of Saint Peters and the Port of Richmond, to be Out Ports, under the Survey of the Port of Arichat.

The Ports of Great Bras d'Or and St. Anns, to be Out Ports, under the Survey of the Port of Baddeck.

Port William, to be an Out Port, under the Survey of the Port of Bridgetown.

The Ports of Canada Creek, French Cross, Harbourville and Horton, to be Out Ports, under the Survey of the Port of Cornwallis.

The Port of Tangier, to be an Out Port, under the Survey of the Port of Halifax.

The Ports of Bear River, Sandy Cove, Westport and Freeport, to be Out Ports, under the Survey of the Port of Digby.

The Port of Margaree, to be an Out Port, under the Survey of Port Hood

Customs.

The Ports of Five Islands and Truro, to be Out Ports, under the Survey of the Port of Londonderry.

The Ports of La Have, Mahone Bay and Chester, to be Out Ports, under the Survey of the Port of Lunenburg.

The Port of Wilmot to be an Out Port, under the Survey of the Port of Margaretsville.

The Ports of Cape Canso, Guysborough, Isaac's Harbour and St. Mary's River, to be Out Ports, under the Survey of Port Mulgrave.

The Port of La Tour, to be an Out Port, under the Survey of the Port of Barrington.

The Ports of Lingan, Louisburg, Main A Dieu, Glace Bay, Cow Bay and Caledonia, to be Out Ports, under the Survey of the Port of Sydney.

The Ports of Acadia, Belleveau Cove and Gilbert's Cove, to be Out Ports, under the Survey of the Port of Weymouth.

The Ports of Cheverie, Hantsport, Walton and Maitland, to be Out Ports, under the Survey of the Port of Windsor.

WM. H. LEE,
Clerk Priuy Council.

GOVERNMENT HOUSE, OTTAWA.

Wednesday, 30th day of June, 1869.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Honorable the Minister of Customs, and under and in virtue of the 8th section of the Act. 31 Vic., Cap. 6, intituted : "An Act respecting the Customs."

His Excellency has been pleased to order, and it is hereby ordered, that the following Ports in the Province of New Brunswick shall be and the same are hereby declared to be Out Ports of Entry, under the Survey of the respective Ports hereinafter mentioned, that is to say :

The Port of Campbelltown, in the county of Ristigouche, to be an Out Port, under the Survey of the Port of Dalhousie.

The Port of New Bandon, in the County of Gloucester, to be an Out Port, under the Survey of the Port of Bathurst

The Port of Rockland, in the County of Westmorland, to be an Out Port, under the Survey of the Port of Dorchester.

Customs.

The Port of North Joggins, in the County of Westmorland, to be an Out Port, under the Survey of the Port of Sackville.

The Port of Buctouche, in the County of Kent, to be an Out Port, under the Survey of the Port of Richibucto.

The Port of Harvey, in the County of Albert, to be an Out Port, under the Survey of the Port of Hillsborough.

The Ports of Grand Falls and Tobique, in the County of Victoria, to be Out Ports, under the Survey of the Ports of Woodstock, in the County of Carleton.

WM. H. LEE,
Clerk Privy Council.

COASTING TRADE OF CANADA. SHIPS OF ITALY ADMITTED TO THE

GOVERNMENT HOUSE, OTTAWA.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

Wednesday, 13th day of August, 1873.

WHEREAS by the 1st Section of the Act passed in the 33rd year of Her Majesty's Reign, and intituled "An Act respecting the coasting Trade of Canada," it is amongst other things enacted that no goods or passengers shall be carried by water from one Port of Canada to another except in British ships.

And whereas by the 2nd Section of the said Act it is further enacted that the Governor in Council may from time to time declare and it is hereby ordered and declared, that the foregoing provisions of that Act shall not, while such Order in Council is in force, apply to the ships or vessels of any foreign country in which British ships are admitted to the Coasting Trade of that country, and permitted to carry goods and passengers from one port or place in such country to another.

And whereas it has been ascertained that British ships are allowed to participate in the Coasting Trade of Italy on the same footing as the vessels of that kingdom.

His Excellency by and with the advice of the Privy Council, and on the recommendation of the Hon. the Minister of Marine and Fisheries, has been pleased to order and declare, that the provisions of the said above recited Act shall not apply to the ships or vessels of Italy, but that such vessels shall be, and they are hereby admitted to the Coasting Trade of the Dominion on the same terms and conditions as are applicable to Canadian vessels.

W. A. HIMSWORTH,
Clerk Privy Council, Canada

*Customs.*MANUFACTURES. — MATERIALS USED IN CANADIAN MANUFACTURES
PLACED IN THE FREE LIST.

NAME OF ARTICLES.	DATE OF ORDER IN COUNCIL.
Curled Hair.....	5th May, 1871
Oranges, Citrons and Lemons, when imported in brine for the purpose of being candied ; and also the rinds of these fruits when imported in brine for the same purpose.....	do 1871
Ivory Nuts.....	do 1871
Cotton Warp, not coarser than No. 4.....	do 1871
Annatto and Rennet.....	do 1871
Sandarac, Mastic, Shellac, Dammar—Gums.....	do 1871
Union Collor Cloth-paper, for the Manufacture of collars, cuffs, fronts, and similar goods.....	28th June, 1871
Heavy Oil, or Carbolie Oil,—a product of coal tar, used in the manufacture of wood block pavements, wood for building, railroad ties, &c.....	3rd August, 1871
Canvas, for the manufacture of floor oil cloth ; not less than 18 feet wide, and not pressed or calendered.....	do 1871
Unmanufactured Ivory.....	6th November, 1871
Machinery or mills for the purpose of crushing, preparing, and working out ores of gold and silver, taken from mines in Canada, when the like machinery or mills are not made in Canada.....	19th March, 1872
3, 4, & 6 ply white and colored unfinished cotton thread, in hanks not under twenty yarn.....	10th April, 1872
Precipitate of Copper.....	9th June, 1872
Analine Salts, used for dyeing purposes.....	do 1872
Felt, Cotton, and Woollen Netting, Flush and Silk Twist used in the manufacture of gloves and mitts.....	27th Dec., 1872

Inland Revenue.

WANY OR OCTOGONALLY-SHAPED TIMBER. MODE OF MEASURING.

CROWN LANDS DEPARTMENT,

Quebec, 31st May, 1860.

NOTICE is hereby given, that His Excellency the Governor General in Council has been pleased, by an Order dated the 29th instant, to provide for the measuring of wany or octagonally-shaped Timber, as follows :

First.—The mode of measurement to be adopted—The extreme breadth and thickness of each stick to be taken at the measuring point, measuring also the wanes and making an average of them, the quantity represented by the four wanes to be deducted from the gross contents (as computed) from the extreme breadth and thickness and the length) in order to obtain the solid contents of the stick.

Second.—The Tables to be adopted are those compiled by Mr. John Quinn, which are computed to meet the above mode of measurement.

Third.—The measuring rod to be 40 inches in length, having two arms of $8\frac{1}{2}$ inches in length each, one at the end fixed, the other sliding, both arms as well as the rod itself to be graduated with inches and the sliding arm so arranged that it shall be always at right angles with the rod itself. This rod to be used in connection with the implements at present in use, or such other implements or rods, for small wanes, as may be found necessary by the Supervisor of Cullers.

ANDREW RUSSELL,

Assist. Commissioner of Crown Lands.

Inland Revenue.

WAREHOUSING OF SPIRITS, MALT LIQUOR AND TOBACCO—REGU-
LATIONS.

GOVERNMENT HOUSE, QUEBEC,

Wednesday, 17th day of May, 1865.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency laid before the Council a Draft of Regulations of the Hon. the Minister of Finance for the Warehousing of Spirits, Malt Liquor and Tobacco, under the Excise Law, 27 and 28th Vic. Cap. 3, intituled: "An Act to amend and consolidate the Act respecting duties of Excise, and to impose certain new duties."

Whereupon His Excellency was pleased to order, and it is hereby ordered, that the following excise regulations for the warehousing of Spirits, Malt Liquor and Tobacco, be and the same are hereby authorized, viz ;

1. Spirits and Tobacco must pay the full amount to which they are liable, semi montly, or they must be immediately warehoused.
2. They may be warehoused in any customs warehouse within the limits of the Inland Revenue Division in which they have been manufactured ; in every such case they must be received into warehouse by the customs locker on the warrant of the collector of Inland Revenue, countersigned by the collector of customs for the port.
3. If bonded in a warehouse not used as a customs warehouse but in a warehouse surveyed and accepted as an excise warehouse, such warehouse shall be designated by a letter commencing with A, and so on in alphabetical sequence for each succeeding warehouse surveyed.
4. Application for the establishment of a warehouse for excise purposes must be made in writing by the person requiring it, and every such application must fully and minutely describe the premises with their exact locality.
5. On receipt of such an application the collector will survey the premises, and if satisfied that they are suitable for the purpose, and that they afford the requisite protection to the revenue, and on their being supplied with suitable locks, he will report the facts to the department, whose authority will be required to use such warehouse as a bonding warehouse for excise purposes.

Inland Revenue.

6. The principal door of ingress and egress of every such warehouse shall be provided with two locks at the expense of the owner of the goods warehoused, one of which shall be selected by the officer or by other competent authority, the key of the last named lock to be kept by the officer, and the key of the former by the owner of the goods ; and should there be more doors than one all such other doors shall be fastened on the inside in a secure manner to the satisfaction of the officer.

7. The attention of collectors of Inland Revenue and of all persons warehousing goods under these regulations, is especially directed to the sections 70 to 83 inclusive of the Act 27 & 28 Vict. cap. 3, a copy whereof is hereto appended.

8. Every entry of goods for warehouse must be preceded by a *written notice* from the person desiring to warehouse them, which notice must be given at least one day before the goods are removed to the warehouse, and in the prescribed form, and must set forth fully the quantity and description of the goods.

9. No removal shall take place of packages other than those mentioned in the notice ; nor shall any removal be allowed upon any authorized Holiday or before the hour of nine o'clock in the morning or after four o'clock in the afternoon.

10. The officer to whom the above notice is given shall be in attendance in accordance therewith for the purpose of checking the quantities, marks and numbers of the packages and receiving them into warehouse.

11. *Entry of goods for warehouse* must in all cases be made on the forms sanctioned by the department, and every such entry shall contain a full and complete specification of the goods so entered, stating :

a. The number and description of packages.

b. Marks and numbers.

c. Contents of each in lbs. or gallons, and in the case of spirits the contents are to be stated in gallons of the strength of proof.

d. The duty to which the goods would have been liable had they gone into consumption.

Every cask or barrel of spirits, and every package of tobacco shall be full and whole at the time it is warehoused.

12. Every such entry shall be made in duplicate, one copy to remain on file in the office of the collector of Inland Revenue, the other to be immediately forwarded to the Department.

13. The collector of Inland Revenue will in every case take bonds with each entry

Inland Revenue.

entry as required by sec. 73, 27 & 28 Vic. cap. 3, and on the prescribed form. These bonds must contain a general description of the goods warehoused, and also a reference to the entry papers by number and date. The bond will bear the same number as the entry, and they will be filed together.

14. Goods can only be entered for exportation *ex warehouse* from a warehouse within the limits of a warehousing Port of Entry, and only at the Port at which they are actually laden on the ship or other vehicles in which they are to leave the country.

15. As often as any person owning goods warehoused under these regulations shall be desirous of exporting any quantity of such goods, he shall deliver to the collector of Inland Revenue, in whose charge such goods are, a notice in writing specifying the full particular thereof as set forth in section 11 of these regulations, and also the name of the ship or vessel, and the name of the master of such ship or vessel, or the line of railway, as the case may be, by which such goods are intended to be exported.

16. All casks, boxes, bales or other packages of goods entered for exportation shall, before leaving the warehouse, be conspicuously marked, branded or stamped, as the case may be, with the letters EXPN by the collectors of Inland Revenue or other proper officer.

17. Entry of goods for exportation *ex warehouse*, must be made in duplicate, and on the forms sanctioned by the department, each containing an exact specification of the goods entered as in the case of entries of goods for warehouse. (Vide sec. 11.)

18. One copy of the entry will be retained on file in the office of the collector of Inland Revenue. The other copy will be immediately forwarded to the department,

19. A warrant is also to be prepared containing an exact copy of the specification in the entry, which warrant will be placed in the hands of the collector of customs of the port whence the goods are to be exported, who will certify as to their being duly received by the customs for exportation.

20. If the goods are in a customs warehouse, they shall be dealt with as other goods for exportation *ex warehouse* under the customs, and the collector of customs shall furnish to the collector of Inland Revenue a copy of the export entry.

21. Whether goods are entered for export from a customs warehouse, or from a warehouse used exclusively for excise, the collector of the port will in each case be charged with the responsibility of seeing them placed on board the ship, car or other vehicle in which they are to be exported.

Inland Revenue.

22. Entries of goods for *removal, ex warehouse*, are to be made in triplicate, with detailed specifications, as in export entries. Two copies are to be forwarded to the Collector of Inland Revenue for the division to which the goods are to be removed. The third will be forwarded to the Department.

23. Goods can only be entered for removal *ex warehouse* to another warehouse within the limits of a warehousing Port of Entry, or to a Bonding warehouse in another Inland Revenue Division. Should the goods to be exported be manufactured or warehoused at any place in a Revenue Division, remote from any Railway or Shipping Port, then such goods will have first to be removed to a Railroad or Shipping Port under removal bond, and the export bonds shall be given to the Collector of Customs at such Railroad or Shipping Port, after a verification of the content of the packages to be removed or to be exported.

24. Bonds, in the form prescribed by the Department, must, in every case, be taken for the due delivery of the goods at the port or place of destination.

25. When the goods entered for removal are bonded in a Customs warehouse, the Locker having charge of them will only deliver them for removal on receipt of a warrant signed by the Collector of Inland Revenue and countersigned by the Collector of Customs, which warrant must contain an exact transcript or abstract of the specification of the goods in the entry and the Locker is required to identify every package and check it by the warrant.

26. Collectors of Inland Revenue on receiving the copies of the entry as above (sec. 22), will at once notify the Collector of Customs of the anticipated arrival of the goods specified, giving him one copy of the entry, and the Collector of Customs will ascertain and verify them on arrival.

27. As soon as they have arrived and are identified and lodged in the proper warehouse, the Collector of Customs will certify that fact on the entry paper and return it to the Collector of Inland Revenue who will add his certificate and immediately return it to the Collector of Customs with whom the entry for removal was made. The other copy will be placed on file; and the particulars of the goods are to be entered in the warehouse Books of the division to which they have been removed, after being rebonded by the owner in the manner hereinbefore provided. Thereafter they are to be dealt with in the same manner as if they had been manufactured in that Division.

28. The Collector of Inland Revenue with whom the entry for removal *ex warehouse* was made, will on receipt of the returned entry, duly certified as above, cancel the Bond to which it relates, and file the two documents together.

29. Entry of goods *ex warehouse for consumption* will be made in duplicate on the prescribed forms and every such entry must contain a full specification of the goods, as an export or removal entry.

Inland Revenue.

30. On receipt of the duty accruing on the goods so entered, the Collector of Inland Revenue will make out a warrant for the delivery of the goods, which, if the goods are in a Customs warehouse, must be countersigned by the Collector of Customs, and must contain a transcript of the specification in the entry, so that the goods may be identified.

31. One copy of the entry will be forwarded to the Department.

32. The Collectors of Inland Revenue must, in every case, carefully and accurately ascertain the quantity and quality of every article entered for warehouse or ex warehouse, and they must identify every package by its marks and numbers, weight, gauge and strength, computing the duties on all goods as carefully as if they were going into consumption.

33. Every package entered for warehouse must (in addition to all other marks and numbers) be distinctly numbered, in red paint or red chalk, with the number of the entry and the date at which it was entered. The date will be sufficiently indicated by the number of the half month and the last two numerals of the year in which the entry was made :—thus, goods entered on the 20th January, 1865, may be dated 14-65 ; shewing that the entry was made in the fourteenth half month of the current fiscal year.

34. All entries are to be numbered consecutively, and the bonds relating to them will bear corresponding numbers.

35. Generally, the forms relating to warehousing will be printed in red.

36. Collectors of Customs having charge of bonded excise goods will keep a debit and credit account of them ; and the warrant of the Collector of Inland Revenue will be the only sufficient discharge for their delivery, except for exportation.

37. If any goods, after having been received into warehouse, and before their actual delivery ex warehouse, be altered in quantity or strength, except by leakage, waste or accident, they shall be forfeited, and may be seized by any officer of Excise or Customs having a knowledge thereof.

38. In case the quantity of goods bonded in any warehouse shall, at any time or by any means, fall short or be deficient of the actual quantity which ought to be or remain warehoused, after deducting the quantities entered ex warehouse, the owner thereof shall be subject and liable to the full duties on the balance of goods with which the warehouse stands debited, after taking an account of the ex warehouse entries ; and the goods remaining shall be subject to the duties on the quantity deficient, and shall and may be sold for payment thereof, by order of the Department ; the surplus, if any, to be payable to the person who warehoused such goods, or his assigns.

39. *Malt Liquors* shall be subject to all the preceding regulations as to warehousing, except as follows :

Inland Revenue.

(a). They may be bonded on the premises of the Brewer by whom they have been manufactured, who shall have access thereto as often as may be necessary for managing them during the process of fermentation and for preventing loss or deterioration.

(b). The products of successive brewings may be stored in the said premises, preparatory to bonding, until such a quantity has been accumulated as will be liable to a duty of one hundred dollars, whereupon a bond shall be taken in accordance with the preceding regulations. But in every such case the packages so stored shall be kept apart and distinct from those which may have been bonded.

(c). Should the Brewer desire to remove from his premises a less quantity of malt liquor than would be liable to the payment of twenty dollars of duty, entry must be made of so much as would be liable to that sum, and the packages so entered shall be forthwith conspicuously marked with the letters E x B, with the number of the Ex warehouse entry in white paint. Whenever any of the casks or packages so entered and marked are removed or racked off, such removal or racking shall be done in the presence of an officer of Excise, who shall receive, at least, one day's notice of the intended removal or racking off. And if the removal or racking off takes place at such time as will render it necessary to employ an extra officer to attend, or as will require the attendance of the officers of the Division out of established office hours, then the Brewer requiring such attendance shall pay therefor at the rate of 20 cents per hour.

(d). The collector shall take an account of the casks or packages remaining in stock on the premises of every Brewer on the last day of each month, or within five days thereafter; and he shall, on every such occasion, carefully inspect the whole of such stock; and should it appear that more has been removed than has been entered ex-bond and paid duty, then entry shall be forthwith made of the quantity so deficient, and the full amount of duty collected thereon.

(e). The Collector shall make a special return of every such monthly inspection, and of every entry made to cover any deficiency that may be then apparent.

(f). A book, to be called a "*Cellar Book*," shall be kept at every Brewery where malt liquors are bonded under these regulations, which book shall be kept by way of debit and credit, in such form as the Department may, from time to time, determine; and the Brewer shall cause to be entered therein, from day to day, a true account of all malt liquor in such Brewery, and also of all that may be removed therefrom, describing each package by its marks, numbers, dates, &c., and by the quantity which it contains.

(g). Except when entered for exportation in the manner provided in the preceding

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ding regulations, Malt Liquor bonded, as herein provided, shall only be removed from the premises of the Brewer upon the payment of the duty accruing thereon.

WM. H. LEE,

C. E. C.

Abstract from 27th & 28th Vict. cap. III.

Bonding or Warehousing.

SECTION.

70. Spirits, Beer and Tobacco subject to duty under this Act may be deposited in any suitable warehouse without payment of the duty hereby imposed, subject to the following regulations and to such other regulations as the Governor in Council may make.

71. The warehouse shall be provided by the owner of the goods, and upon being viewed and approved as to security by the inspecting officer, shall be secured under the joint locks of the Crown and the proprietor or owner of the goods warehoused.

72. All good warehoused shall be at the risk of the owners, and if destroyed, or wasted, through the neglect of the owner, the duty shall be payable thereon as if they were entered for consumption.

73. Bonds shall be taken for twice the amount of duties accruing on the goods.

74. No less quantity of goods shall be warehoused under any one bond than is subject to the payment of duties of Excise to the amount at least of one hundred dollars.

75. No less quantity of goods shall be removed from the warehouse at any one time than is subject to the payment of twenty dollars Excise duty.

76. No goods shall remain warehoused for a longer period than two years.

77. At the time of entering the goods for warehouse the amount of duty shall be computed and ascertained and stated in the entry.

78. Goods warehoused under this Act may be exported ex-warehouse or removed from one warehouse to another without payment of duty under such restrictions and regulations as the Governor in Council may deem necessary.

79. When goods are entered for warehouse the entry shall state the exact quantity and value of goods in each package or parcel, and each package shall
be

Inland Revenue.

be described in the entry-paper and shall also be designated by a distinguishing number.

80. Each package warehoused shall be marked with the number designated in the entry, with the date when warehoused and with the quantity which the package contains.

81. All entry papers either for warehouse, ex-warehouse or for removal, shall be made on such forms and shall be attested by such affidavits, affirmations or declaration as the Governor in Council may order.

82. No goods shall be removed from warehouse for consumption unless upon the payment of the full amount of duty accruing thereon ; and the duty so paid on Spirits, Beer or Tobacco so taken out of warehouse for consumption, shall not be refunded by way of drawback or otherwise upon the exportation of such Spirits, Beer or Tobacco out of the Province.

83. The Collector of Inland Revenue or other Officer of Excise or customs in whose charge goods warehoused under this or any other Act relating to warehousing may be placed, shall refuse all entries ex-warehouse until the owner of such goods or his agent shall have complied with all conditions in respect thereto which may be required by this or any other Act or by any regulations made by virtue of this or any other Act.

MODE OF ASSESSING CIGARS FOR DUTY.

Circular No. 195.

No. 28.

FINANCE DEPARTMENT,—EXCISE,

Ottawa, 26th September 1866.

Sir—It having come to the knowledge of this Department that the value of Cigars for Excise Duty has been hitherto erroneously determined, I have to instruct you in future to assess all Cigars for duty at the wholesale price at the manufactory, less the Excise Duty, instead of the bare cost of the manufacture. In manufactories which do not sell by wholesale, the Cigars must be compared with those of the larger manufactories and the wholesale price to be thereby determined.

I am, Sir, your obedient servant,

R. S. M. BOUCHETTE.

To the Collector
of Inland Revenue.

Inland Revenue.

EXTRACTS FROM ORDERS IN COUNCIL RELATING TO EXCISE.

O. C., 8th January, 1868.

Respecting Classification of Maltsters.

First Class—Maltsters making over one hundred thousand pounds weight of malt; licence, \$200

Second Class—Maltsters making over twenty-five thousand pounds weight of malt; licence, \$150.

Third Class—Maltsters making under twenty-five thousand pounds weight of malt; licence, \$100.

O. C., 31st January, 1868.*Authorizing Removal, Sales or Transfer of Malt in Bond.*

“It is ordered that under the authority of the 113th Section of the Act 31 Vic. Cap. 8, the 95th Section of the Act be so far modified as to place *malt* in the same position as malt liquor formerly occupied and as spirits and tobacco now occupy, viz: of having the privilege of being sold and transferred in bond, removed from one bonded warehouse to another bonded warehouse, or from place to place where Officers of Inland Revenue are stationed, and of being exported free of duty under the regulations provided and approved by an Order in Council of 17th May, 1865, “for the warehousing and exportation of spirits, malt liquor and tobacco.”

O. C., 10th of March, 1868.*Respecting Drawback on Malt used in Combination with Sugar.*

“It is ordered that any brewer using sugar, syrup or molasses, in combination with malt, in the proportion, in each brewery, of not less than fifteen pounds of sugar, or twenty pounds of molasses or syrup, to every one hundred pounds of malt, and who shall have paid the duty of three-and-one-quarter cent per gallon upon the beer produced therefrom; and who shall have complied with all Departmental Regulations established by the Minister of Inland Revenue for the supervision of such brewers, or such as may be deemed necessary for ensuring the due collection of the Revenue, shall be entitled to a drawback of one cent per pound on the malt so used.”

And further, “that any brewer, desirous of availing himself of the provisions of this Regulation shall give one month's notice of his intention to use sugar, syrup, or molasses in the manufacture of beer, and shall accompany such notice with a plan and description of all the works, buildings, and premises to be used by such brewer in connection with his brewery.”

Inland Revenue.

O. C., 27th April, 1868.

ESTABLISHING WAREHOUSE REGULATIONS.

REGULATIONS.

1. Application for the establishment of a warehouse for excise purposes must be made in writing by the person requiring it, and every such application must fully and minutely describe the premises, with their exact locality.

2. On receipt of such an application the Collector of Inland Revenue will survey the premises, and if satisfied that they are suitable for the purpose, and that they afford the requisite protection to the Revenue, and on their being supplied with suitable locks, he will report the facts to the Department, whose authority will be required to use such warehouse as a bonding warehouse for excise purposes.

3. The principal door of ingress and egress of every such warehouse shall be provided with two locks, at the expense of the owner of the goods warehoused, one of which shall be selected by the Collector or by other competent authority, the key of the last named lock to be kept by the officer, and the key of the former by the owner of the goods; and should there be more doors than one all other doors and all windows and other means of ingress shall be fastened on the inside in a secure manner to the satisfaction of the surveying officer.

4. When any warehouse has been surveyed and accepted as an excise warehouse, it shall be designated by a letter commencing with A, and so on in alphabetical sequence for each succeeding warehouse surveyed within that division.

5. Over the principal entrance to every warehouse approved for excise purposes, there shall be placed the following designation:—

E X C I S E.



BONDED WAREHOUSE.

With the proper letters, the whole being in legible characters in black not less than three inches in height, painted on a white ground.

6. Goods subject to duties of Excise may be warehoused in any Customs warehouse within the limits of the Inland Revenue Division in which they have been manufactured, or to which they may be removed in bond under these regulations; in every such case they must be received into warehouse by the Customs, locker on the warrant of the Collector of Inland Revenue, countersigned by the Collector of Customs for the port.

Inland Revenue.

7. With the exception of malt, no goods shall be entered for warehouse unless the duties accruing thereon amount, under one bond, to at least one hundred dollars.

8. Every package entered for warehouse must (in addition to all other marks and numbers) be distinctly numbered, in red paint mixed with oil, with the number of the entry and the date at which it was entered. The date will be sufficiently indicated by the number of the half month and the last two numerals of the year in which the entry was made :—thus, goods entered on the 20th January 1868, may be dated 14-68; showing that the entry was made in the fourteenth half month of the current fiscal year.

9. All entries are to be numbered consecutively, and the bonds relating to them will bear corresponding numbers.

10. Collectors of Customs having charge of bonded excise goods will keep a debit and credit account of them; and the warrant of the Collector of Inland Revenue will be the only sufficient discharge for their delivery.

11. If any goods, after having been received into warehouse, and before their actual delivery ex-warehouse, be altered in quantity, quality or strength, except by leakage, unavoidable waste, or accident, they shall be forfeited, and may be seized by any officer of Excise or Customs having a knowledge thereof.

12. In case the quality of goods bonded in any warehouse shall, at any time or by any means, fall short or be deficient of the actual quantity which ought to be or remain warehoused, after deducting the quantities entered ex-warehouse, the owner thereof shall be subject and liable to the full duties on the balance of goods with which the warehouse stands debited, after taking an account of the ex-warehouse entries: and the goods remaining shall be subject to the duties on the quantity deficient, and shall and may be sold for payment thereof, by order of the Department; the surplus, if any, to be payable to the person who warehoused such goods, or his assignee.

13. No goods shall be warehoused or ex-warehoused upon any authorized holiday, nor before the hour of nine o'clock in the morning or after four o'clock in the afternoon.

14. All entry papers, bonds, notices and other documents herein required shall be made out by the owner of the goods to which they relate or by his duly accredited agent, and all packages shall be marked and numbered as herein required by the owner or his agent.

Inland Revenue.

ENTRY OF GOODS FOR WAREHOUSE.

15. Every entry of goods for warehouse must be preceded by a *written notice* from the person desiring to warehouse them, which notice must be given to the Collector in the prescribed form, at least one day before the goods are removed to the warehouse, and must set forth fully the quantity and description of the goods.

16. Entry of goods for warehouse must in all cases be made on the forms sanctioned by the Department, and every such entry shall contain a full and complete specification of the goods so entered, stating :

- a. The number and description of packages.
- b. Marks and numbers.
- c. Contents of each in lbs., or gallons, and in the case of spirits the contents are to be stated in gallons of the strength of proof.
- d. The duty to which the goods would have been liable had they gone into consumption.

Every cask or barrel of spirits, and every package of tobacco shall be all and whole at the time it is warehoused.

17. Every such entry shall be made in duplicate.

18. The Collector of Inland Revenue will in every case take bonds with each entry as required by Sec. 91, 31st Vict., cap. 8, and on the prescribed form. These bonds must contain a general description of the goods warehoused, and also a reference to the entry papers by number and date. The bond will bear the same number as the entry, and they will be filed together.

ENTRY OF GOODS EX-WAREHOUSE FOR EXPORTATION.

19. Goods subject to duties of Excise shall only be exported in bond from the undermentioned Ports of Entry, viz. :

New Brunswick.....	St. John.
Nova Scotia.....	Halifax.
Quebec.....	{ Quebec,
	{ Montreal.
	{ Prescott.
	{ Kingston.
	{ Toronto.
Ontario.....	{ Hamilton.
	{ Clifton.
	{ Windsor.
	{ Sarnia.

Inland Revenue.

And only to British or Foreign Ports of Entry where there are Collectors or other officers of the Government having similar functions.

20. Goods can only be entered for exportation ex-warehouse from a warehouse within the limits of the port at which they are actually laden on the ship or other vehicles in which they are to leave the country.

21. As soon as any person owning goods warehoused under these regulations shall be desirous of exporting any quantity of such goods, he shall deliver to the Collector of Inland Revenue, in whose charge such goods are, a notice in writing specifying the full particulars thereof as set forth in section 16 of these regulations, and also the name of the ship or vessel, and the name of the master of such ship or vessel, or the line of railway, as the case may be, by which such goods are intended to be exported.

22. All casks, boxes, bales or other packages of goods entered for exportation shall, before leaving the warehouse, be conspicuously marked, branded or stamped, as the case may be, by the collectors of Inland Revenue or other proper officer, with the letters EXPN.

23. Entry of goods for exportation ex-warehouse, must be made on the forms sanctioned by the Department, and must contain an exact specification of the goods for warehouse. (Vide sec. 16.) With every such entry an export bond shall be taken in the prescribed form.

24. Export bonds shall be conditional for the due delivery of the goods bonded at the place designated in the entry within a specified time, which time shall not in any case exceed the time usually necessary for the performance of the voyage or journey by the conveyance adopted, and for returning the vouchers by the next mail; and in no case shall the period allowed for the cancellation of the bond exceed one year, unless special authority has been granted by the department.

25. The cancellation of an export bond shall only be considered complete on the receipt of a duly authenticated certificate from the Collector of Customs or other government officer having similar authority at the port of entry to which the goods were bonded, certifying that the goods described in the export entry have been landed and duly entered for consumption or warehoused at the place specified in the entry.

26. The entry for exportation ex-warehouse shall in all cases be made in triplicate with the collector of Inland Revenue, who shall also take the export bond.

27. Two copies of the entry shall be sent to the Collector of Customs at the port whence the goods are to leave the Dominion, who, on receipt thereof, shall grant a warrant for the lading of the goods described in the entry on the railway or vessel therein mentioned.

Inland Revenue.

28. So soon as the goods have been duly laden, the Collector of Customs shall certify the fact on the entry papers, one copy whereof shall be filed at the Custom House, and the other shall be returned to the Collector of Inland Revenue.

29. Whether goods are entered for export from a Customs warehouse, or from a warehouse used exclusively for Excise, the collector of the port will in each case be charged with the responsibility of seeing them placed on board the ship, car or other vehicle in which they are to be exported, and he must make such examination of the goods as may be necessary for determining whether they correspond with the description contained in the entry and especially with reference to spirits whether they are of the strength specified.

ENTRY OF GOODS FOR REMOVAL EX-WAREHOUSE IN BOND.

30. Entries of goods for removal ex-warehouse are to be made in triplicate, with detailed specifications, as in export entries.

31. Goods can only be entered for removal ex-warehouse to another warehouse within the limits of a warehousing port of entry, or to a bonding warehouse previously authorized in another Inland Revenue Division.

32. Bonds, in the form prescribed by the Department, must, in every case, be taken for the due delivery of the goods at the place of destination.

33. When the goods entered for removal are bonded in a Customs warehouse, the locker having charge of them will only deliver them for removal on receipt of a warrant signed by the Collector of Inland Revenue and countersigned by the Collector of Customs, which warrant must contain an exact transcript or abstract of the specification of the goods in the entry, and the locker is required to identify every package, and check it by the warrant.

34. Collectors of Inland Revenue on receiving the copies of the entry as above (see. 31), will at once notify the Collector of Customs of the anticipated arrival of the goods specified, giving him one copy of the entry; and on the arrival of the goods the Collector of Customs will examine them and ascertain whether they correspond with the entry.

35. As soon as they have arrived and are identified, the Collector of Customs will certify that fact on the entry paper, and return it to the Collector of Inland Revenue. The goods are then to be rebonded by the owner in the division into which they are removed. Thereafter, they are to be dealt with in the same manner as if they had been manufactured in that Division.

Inland Revenue.

ENTRY OF GOODS EX-WAREHOUSE FOR CONSUMPTION.

36. Entry of goods ex-warehouse for consumption will be made in duplicate on the prescribed forms ; and every such entry must contain a full specification of the goods, as in an export or removal entry.

37. On receipt of the duty accruing on the goods so entered, the Collector of Inland Revenue will make out a warrant for the delivery of the goods, which, if the goods are in a Customs' warehouse, must be countersigned by the Collector of Customs, and must contain a transcript of the specification in the entry, and the locker in charge of the warehouse must identify every package with the description contained in the warrant before delivering it.

MALT.

38. Malt warehoused under the Act above cited may be removed in bond from one Inland Revenue Division to another or from one warehouse to another, and may be exported in bond without payment of duty. But every such removal or export shall be under the same restrictions and conditions as to entry and bonds as are in force in respect of other goods liable to duties of Excise, except that bags or other packages containing malt are not required to be marked or numbered, and except further that any duly licensed maltster carrying on business when entering malt manufactured by himself for warehouse, may do so on giving a general bond in a form to be prescribed by the Department of Inland Revenue or the payment of the duty on the malt so bonded ; which bond shall be for, such a sum as the collector or officer, taking it, computes will be equal to double the amount of duty that will accrue on the largest quantity of malt that will be warehoused under such bond at any one time, and if from any unexpected cause the quantity of malt shall at any time be in excess of the quantity so computed, further bonds shall be taken for such additional quantity.

O. C., 30th May, 1868.

Establishing Regulations for the Granting of Tobacco Licences and Permits.

REGULATIONS.

1. Licences to deal in raw leaf tobacco and to enter the same ex-warehouse for consumption on payment of duty, may be granted by any of the undermentioned officers on application being made in the proper form, namely :

All Collectors and Deputy Collectors of Inland Revenue.

Such Postmasters, not exceeding one in each parish, township or municipality wherein there is no Officer of Inland Revenue, as may be from time to time appointed by the Minister of Inland Revenue.

Inland Revenue.

2. Application for a licence shall be made in such form, and shall contain such information as may be required by Departmental regulations, and shall also state the name, place of residence, and occupation of the person applying.

3. A Licence shall only be valid when granted on a form supplied by the Department of Inland Revenue, and signed by the Commissioner; and any licence may be forfeited by the Minister of Inland Revenue whenever he has satisfactory evidence that the person to whom it is granted has evaded or assisted in evading the payment of any duty to which the tobacco is liable, or that he has failed to comply with these regulations or any part thereof.

31 Vic. Chap. 51 Sec. 4. 4. Permits to take raw leaf tobacco out of bond or from the farm
31 Vic. Chap. 8 Sec. 31. or premises where it was grown, for consumption, may be granted by the officers and persons hereby authorized to issue licenses, on application being made in the form approved by the Department, and payment of the duty to which the tobacco would be liable if manufactured, that is to say: on raw leaf tobacco, the growth of Canada, five cents per pound, being the duty to which it would be liable if manufactured into Common Canada twist, and on raw leaf tobacco, not the growth of Canada, ten cents per pound. Duty altered by 33 Vic. ch. 9.

5. Every permit shall be valid only when in the form supplied by the Department of Inland Revenue, and signed by the person issuing it.—And every such permit shall be delivered to and retained by the importer or grower of the tobacco as evidence that the tobacco to which it relates was lawfully removed, and the said permit shall be produced by him whenever demanded by any Officer of Inland Revenue for the purpose of taking an account thereof.

6. All persons insuing licenses or permits under these regulations or who receive any duty on raw leaf tobacco entered for consumption, shall transmit all moneys so received to the Receiver General at least once in each week or oftener should the amount collected in one week exceed fifty dollars, and they shall account to the Department of Inland Revenue in such manner, at such times, and in such forms as may be from time to time determined by Departmental regulations in that behalf.

7. All persons licensed to deal in raw leaf tobacco shall keep an account of all that they receive or sell or otherwise dispose of, in such form as may be prescribed by Departmental Regulations.

Inland Revenue.

O. C., 30th May, 1868.

Establishing Regulations Respecting Inspection and Branding of Petroleum.

REGULATIONS.

1. Refined petroleum shall be tested by Tagliabués Pyrometer or ^{Inland Revenue Act, 1868, Sec. 17.} by such other similar instrument as may be approved by the Minister of Inland Revenue, and all such instruments shall be distributed under the Supervision of the Department of Inland Revenue, and shall be used in accordance with instructions sanctioned by the said Department.

2. Refined petroleum, which was on the 22nd of May 1868, in possession of parties who were not refiners, may be allowed to pass inspection, provided it bears a *fire test* of one hundred degrees of Fahrenheit thermometer, without giving off vapor that will explode, or ignite on the application of fire.

3. All barrels, casks or packages containing petroleum which has been inspected, shall be branded with.

The date of inspection.

The name of the Inspecting Officer.

The degree of heat at which the vapour produced by it is ignited.

The name of the refiner, or, if imported, the name of the importer.

4. Refined petroleum may be warehoused and removed in bond under the regulations made by an Order in Council, on the 27th day of April, 1868.

O. C., 30th May, 1868.

Establishing Regulations Respecting Removal of Spirits.

REGULATIONS.

1. Permits for the removal of spirits from any distillery, or from any warehouse wherein they have been bonded or stored, may be granted on the application of the owner of such spirits, or of his duly authorized agent, by the Collector or the Deputy Collector of Inland Revenue for the Inland Revenue Division in which the spirits then are.

2. Every application for such a permit shall state :

Inland Revenue.

(a) The number and description of the packages in which the spirits are contained.

(b) The marks and numbers on each of the packages.

(c) The quantity, in wine gallons, in each package, and its strength.

(d) The equivalent, in wine gallons, of the strength of proof.

(e) The place wherein it is then stored.

(f) The place to which it is to be removed.

(g) The conveyance by which the removal is to be made,

(h) Whether the duty has been paid, and, if not, how secured.

(i) The time at which it is to be removed.

(j) The name, occupation and place of business of the owner.

(k) The name, place of business and occupation of the person into whose possession the spirits are to be transferred, and,

(l) The name of the person or corporation in whose custody they will be during their removal.

3. Every application for a permit shall be made on a printed form, provided by the Department of Inland Revenue, and shall be signed by the person making it.

4. Every permit granted shall be on the printed forms supplied by the Department of Inland Revenue, which forms shall be printed on paper especially prepared for the purpose, with such type or engraving as may be approved by the Minister of Inland Revenue.

5. Every permit shall state the period for which it is to remain in force, which period shall not be more than will, in the opinion of the officer granting it, be sufficient for effecting the removal of the spirits to which it relates.

6. The permit shall accompany the spirits to which it relates, and remain in possession of the person having charge thereof, but it shall be produced for examination as often as may be required by any officer having authority thereto, and it shall be delivered to the Collector, or Deputy Collector of Inland Revenue, for the Inland Revenue Division into which the spirits are to be removed, or wherein they are removed from one place to another, within the period mentioned in the permit.

7. Every endorsement of the examination of any permit shall be made on the back thereof, and every permit shall be defaced by writing the word "Cancelled" across the face of it on the expiration of the period for which it has been granted.

8. Permits shall not be granted for the removal of spirits unless the package in which they are contained have been marked and numbered, in conformity with the warehousing Regulations approved on the 27th day of April, 1868, nor unless the applications for such permits are made in the form, and filled in with all the particulars required by any Departmental regulations in that behalf.

Inland Revenue.

O. C., 30th May, 1868.

Establishing Regulations for Manufactures in Bond.

REGULATIONS.

1. Subject to the provisions of the Act above cited, to these Regulations, and to such further regulations as may hereafter be made by competent authority, licenses may be granted to manufacture in bond the articles herein enumerated, viz :—

Extracts,
Essences,
Perfumed Spirits,
Ethers,
Chloroform,
Tinctures,
Cordials,
Bitters,
Syrups,
Compounding of Brandies,
Gin (commonly colled Old Tom), other Gin and Scotch and Irish
Whiskeys,
Proprietary preparations,
Patent Medecines,
Resinoids,
Chemicals,
Pharmaceutical preparations,
Aniline Dyes,
Hair Oils,
Hair Washes,
Powders,
Vinegar and Acids,
Varnish, using only Methylated Spirits.

2. Alcohol used for the manufacture of spirit, varnish, shall be mixed with wood naphtha (of commerce) in the proportion of one gallon of wood naphtha to eight gallons of proof spirits, such mixing to be done under such superintendence as the Minister of Inland Revenue may from time to time approve.

3. All tinctures, essences, extracts and cordials, manufactured in Bond, and from which, the alcohol or spirit can be extracted in a potable state, by the usual process of re-distillation or rectification, shall, when entered for consumption, pay the same duty of Excise as the alcohol or spirit which they contain would pay if entered for consumption in its pure state.

Inland Revenue.

4. Extracts, essences, tinctures and cordials manufactured in bond shall only be entered for consumption at the following places, viz :—

Quebec,	Toronto,
Kingston,	London,
Hamilton,	Halifax,
Montreal,	St. John, New Brunswick.

And when so entered, shall be subjected to such tests for ascertaining the quantity of alcohol which they contain and the possibility of extracting it in a potable state, as the Honorable the Minister of Inland Revenue may approve, and the result of such tests, declared by the Officer or operator entrusted therewith, shall be final and conclusive as to the amount of duty which such goods shall pay.

5. Any bonded manufactory licensed under the above recited Act, may be closed and the license forfeited whenever it is shewn to the satisfaction of the Minister of Inland Revenue that there is just cause for believing that frauds upon the Revenue are perpetrated in connection with such manufactory.

6. In addition to the license fee named in the Act above cited, every person to whom a "Bonded Manufacturing License," is granted, shall pay to the Collector of Inland Revenue, in monthly instalments, such sums of money as shall be sufficient for the payment of the expenses incurred by the Inland Revenue Department for the effective supervision of the manufactures carried on under such license, and for taking account of the dutiable articles consumed in such manufacture, and of the articles produced therefrom. And the maximum sum to be so paid by the party aforesaid, shall, from time to time, be determined by the Minister of Inland Revenue, as he may deem necessary, and shall, as nearly as may be, be in proportion to the magnitude and general character of the business carried on under such license.

7. Goods manufactured in bond shall be removed from the apartments of the manufactory wherein they are manufactured as soon as the whole process of manufacture is completed, and shall then be placed in apartments or store-rooms set apart for that purpose, wherein they shall be bonded in the manner required by the Excise Bonding Regulations made by Order in Council, dated 27th day of April, 1868; and they shall be dealt with, in respect to their subsequent removal, exportation or entry for consumption, in accordance with the said Regulations.

Inland Revenue.

O. C. December 18th, 1868.

Respecting Allowances for Malt Coomings.

It is ordered that two and a-half pounds weight of malt be uniformly allowed to be deducted in future for coomings or screenings upon malt made and consumed by distillers and brewers in the manufacture of spirits and malt liquor, and upon malt purchased from manufactures for the same purposes; upon satisfactory proof being produced that the rebate of $2\frac{1}{2}$ per cent. had not already been made.

That no demand should be entertained or allowed upon malt made for exportation.

That in regard to malt consumed by distillers and brewers, and upon which the duty of one per cent, per pound has already been paid, the same allowance of $2\frac{1}{2}$ per cent, should be made by return of duty, upon application properly certified and referred through the Inland Revenue Department, to the Honorable the Board of Treasury for approval previous to being submitted for the sanction of His Excellency the Governor General in Council.

O. C., 15th June, 1869.

Establishing Regulations for the Storage of Benzine.

1st. In cities and towns where there are municipal laws or regulations respecting the storage of petroleum and the products thereof, petroleum, benzine, and all other products of petroleum, if the duty thereon has been paid, may be stored in any building or place which is in conformity with the municipal regulations in that behalf, and when bonded for the duty, they may be stored in such authorized buildings or warehouses as may be conformable to the municipal regulations.

2nd. In cities and towns where there are no such municipal laws or regulations, and in all villages and places other than cities or towns, petroleum, benzine, and all other products of petroleum, if in quantities exceeding two barrels of crude or refined petroleum, or ten gallons of benzine, or any similar article which will not stand the prescribed fire test, shall be stored only in isolated buildings or premises which are at least two hundred yards distant from the next nearest building not owned or in the occupation of the person to whom the petroleum, benzine, or other similar article belongs. Provided always that a license to have in possession and to store refined petroleum and all the products thereof, shall in each case have been previously obtained from the Inland Revenue Department.

Inland Revenue.

O. C., 25th June, 1869.

Authorizing Manufacture of Benzine,

Ordered that the manufacture in Canada of Benzine and other light products of petroleum which will not stand the prescribed fire test of 115 degrees of Fahrenheit be and the same is hereby authorized.

O. C., 25th June, 1869

Authorizing Kiln drying of Damaged Grain free of Malt Duty.

Ordered, that licensed malsters and others engaged in that pursuit, shall be, and they are hereby permitted to kiln dry damaged grain of all kinds, without payment of the duty of one cent per pound, on the following conditions :—

1st. The period for drying damaged grain shall, in each case, be regulated by the Collector of Inland Revenue.

2nd. The drying shall be done under the personal inspection of the officer of Excise detailed for that purpose.

3rd. The owner of the grain or drying kiln shall pay to the Collector of Inland Revenue such sum as shall be sufficient to cover the expenses incurred in the survey of drying damaged grain.

4th. It will be the duty of the officer to examine closely and ascertain whether the damaged grain is germinating, and if it be, to report the same to the Collector forthwith.

O. C., 20th August, 1869.

Establishing Regulations respecting Residuum of Petroleum and Removal of Distillates.

REGULATIONS.

1st. All tar or other residuum remaining in the petroleum stills after the process of distillation has been completed, and which is withdrawn from the stills without passing through the worm or condencer, shall be exempt from duty.

2nd. When unfinished distillates of petroleum are removed from one refinery to another for the purpose of completing their manufacture, no inspection fee shall be levied thereon until after such manufactures shall have been completed, and the finished petroleum either entered for consumption or warehoused for that purpose, notwithstanding anything to the contrary contained in the Order in Council of the 30th day of May 1868.

Inland Revenue.

O. C., 28th September, 1869.

*Establishing additional Regulations respecting Manufacture of Alcoholic Preparations
in Bond.*

REGULATIONS.

1st. With every application for a license to manufacture in bond, there shall be submitted a specification of all the articles to be manufactured thereunder, which specification shall set forth in detail the quantity and proportion of every ingredient to be used in the manufacture of each article.

2nd. Tinctures, essences and other alcoholic preparations such as are commonly kept for sale by chemists or druggists shall, when made in bond, be prepared in accordance with the formula as found in the British or American Pharmacopœias, and when application is made for license to manufacture any alcoholic preparation for which there is found no formula in either of the above mentioned Pharmacopœias, such license shall not be granted unless the Commissioner of Inland Revenue is first satisfied by reasonable and sufficient proof that such article is not about to be manufactured for the purpose of evading the Revenue, and that it cannot be used for the compounding of any potable mixture, nor in lieu of alcohol in the manufacture of any article that would otherwise be liable to pay a higher rate of duty.

3rd. No license shall be issued for the manufacture of any article which in the opinion of the Commissioner of Inland Revenue may be used as a principal ingredient in the preparation of liquors, bitters or other alcoholic compounds that may be used as a beverage.

4th. All articles manufactured in Bond shall be compounded or made in accordance with the formula submitted with the application for the license, and approved by the Commissioner.

5th. Officers in charge of bonded manufactories shall be, and they are hereby required, to see that the proportions set forth in the above mentioned specification are closely adhered to, but should it be ascertained by any experiment, or by any test of any of the articles made, that a greater proportion of alcohol has been used in the preparation thereof than is set forth in the specification, the duty of 63 cents per gallon (proof) shall be collected upon the excess of alcohol so ascertained, which excess shall be computed upon the whole quantity of that article made during the currency of the license then in force, and the manufacturer shall also be liable to the penalty of forfeiting his license as well as the other penalties set forth in the Acts respecting the Inland Revenue.

Inland Revenue.

O. C., 21st December, 1869.

Respecting the Administering of Oaths to Officers

Ordered that all the officers in the service of the Department of Inland Revenue be required to take the oath prescribed by the 5th sec. of the Act 31 Vic, cap. 5, intituled "An Act respecting the Collection and Management of the Revenue, the Auditing of Public Accounts, and the Liability of Public Accountants."

That in the case of inspectors, such oath may be taken before the Commissioner or Assistant Commissioner of Inland Revenue; and with respect to other officers resident in Ontario and Quebec, the same may be taken before any District Inspector of Inland Revenue.

That in the case of such officers resident in Nova Scotia and New Brunswick, the Collectors of Customs at Halifax and St. John, be respectively authorized and appointed to administer such oath.

That a record of the taking and administering of such oaths be made in each case, and that the original thereof signed by the officer taking the same, with a *jurat* thereunto signed by the officer administering it, be transmitted by him to the Commissioner of Inland Revenue, to be preserved on record in the Department.

That in the case of all future appointments, the statute above referred to be strictly observed, and that the foregoing officers have power to administer such oaths in each case respectively.

O. C., 9th August, 1870.*Authorizing certain Deductions from Weight of Cigars.*

Ordered that the following regulations sanctioning deductions from the actual weight of cigars, on account of moisture, before charging them with duty, be, and the same are hereby approved and adopted, viz;—

1st. From the weight of cigars, weighed and charged with duty during the half month in which they are made, ten per cent, shall be deducted.

2nd. From the weight of cigars weighed and charged with duty, not more than one month after the expiration of the half month in which they were made, eight per cent, shall be deducted.

3rd. From the weight of cigars weighed and charged with duty, more than one month, and not more than three months after the expiration of the half month within which they are made, five per cent shall be deducted.

4th. From the weight of cigars weighed and charged with duty, more than three months after the expiration of the half month within which they are made, two per cent shall be deducted.

Inland Revenue.

O. C., 5th December, 1870.

Establishing Regulations for the Manufacture of Methylated Spirits.

Ordered that the following regulations for the manufacture of methylated spirits in bond shall be, and they are hereby made and established :—

1st. The room in which the wood naphtha is mixed with spirits shall only be accessible to the proprietor during the actual presence of an officer of Inland Revenue.

2nd. A sample of the wood naphtha (say about four ounces) shall be sent to the Department from every cask or package used.

3rd. Not less than 100 proof gallons of alcohol shall be mixed at one time, which shall be mixed in an open mixing tub, in the presence of the officer who shall then test and guage it as to strength and quantity.

* 4th. With every 100 proof gallons of alcohol, 65 per cent over proof, there shall be mixed at least ten gallons of "Wood Naphtha of Commerce," the whole being mixed together.

5th. After the mixing has been thoroughly completed, the strength of the mixture shall be tested, and the quantity gauged by the officer in attendance, and duly recorded. The mixture shall then be placed in casks, the casks being branded or marked on the head in legible characters, with the words—

"Methylated Spirits,"

"Date on which it was mixed,"

"Number of Wine Gallons in the Cask,"

"Strength,"

"Number of Proof Gallons,"

"Name of the Division,"

"Initials of the officer under whose inspection the mixture took place,"

"Number of the entry under which it is warehoused."

6th. A stock book must be kept in the factory, in which book must be entered ;—

(a) The particulars of every package of alcohol brought in, stating where manufactured, the strength and quantity ; the marks, &c., on the casks, and the general number of the permit under which it was conveyed to the manufactory.

(b). The particulars of every quantity mixed, shewing the marks, &c., of the original packages from which it was taken ; the quantity and strength of the "Methylated Spirits" produced from it, and the particulars as to marks, numbers, &c., of the Casks, in which it is placed.

Inland Revenue.

7th. Every entry in the stock book is to be checked by the Officer in charge, who must keep an account of each transaction, which account or a duplicate thereof is to be taken to the Inland Revenue office, immediately after each transaction.

8th. So soon as the mixing and barrelling has been completed, the "Methylated Spirits" shall be removed from the bonded manufactory, and only entered for warehouse, as required by the regulations in that behalf

METHYLATED SPIRITS.—MANUFACTURE OF.

GOVERNMENT HOUSE, OTTAWA.

Monday, 16th day of January, 1871.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Honorable the Minister of Inland Revenue, and under and in virtue of the authority given by the 17th Section of the Act 31st Vic. Cap. 8, entitled : "An Act respecting the Inland Revenue,"

His Excellency has been pleased to order, and it is hereby ordered, that the Order in Council passed on the 5th of December ultimo, making certain regulations for the manufacture of Methylated Spirits in Bond, be, and the same is hereby modified by substituting for the 4th Section thereof the following regulation, which shall be held and taken as number four of said regulations, that is to say :

"4th. With every 100 gallons of alcohol 65 per cent over proof, there shall be mixed at least 10 gallons of "Wood Naphtha of Commerce" the whole being mixed together."

WM. H. LEE,
Clerk Privy Council,
Canada.

CULLERS' FEES. — TARIFF.

DEPARTMENTAL NOTICE.

{ Department of Inland Revenue,
{ Ottawa, 23rd February, 1871.

His Excellency the Governor General has been pleased, by an Order in Council dated on the 13th instant, to authorize under the 31st Section of the Consolidated Statutes of Canada, that the following "Tariff on Fees" shall be levied and received by the Supervisor of Cullers :

Inland Revenue.

<i>For Measuring Off or Culling Lumber.</i>	Total Fees in Cents and Tenths of a Cent.		Office Fees in Cents and Tenths of a Cent.		Cullers' Fees in Cents and Tenths of a Cent.	
White Pine, Basswood or Butternut per ton	5	7	2	5	3	2
Red Pine per ton	7	5	3	3	4	2
Hard Wood per ton	7	5	3	3	4	2
Oars and Handspikes, counted off, per 100 pieces	23	4	5	0	18	4
Deals, counted off, 100 standard	11	7	5	0	6	7
Plank two inches thick and under, 100 pieces	33	4	5	0	28	4
Waney timber, per ton	7	0	2	5	4	5
Do do string measurement, per ton	8	5	3	0	5	5
<i>For Culling and Measuring in a Merchant- able State, or Measuring in "Ship- ping Order," or Counting Off when not otherwise herein provided.</i>						
White Pine, Waney, string measure- ment, per ton	14	0	5	0	9	0
White Pine, Square and Waney, per ton	10	6	3	3	7	4
Red Pine timber, per ton	12	3	3	9	8	4
Hard Wood, per ton	13	9	4	5	9	4
Deals, per 100 standard	60	0	10	0	50	0
Plank two inches thick and under, 100 pieces	50	0	15	0	35	0
Standard Staves, per mille	350	0	100	0	250	0
West India Staves, do	162	0	50	0	112	0
Barrel Staves, do	113	4	33	4	80	0
Oars, 100 pieces	90	0	10	0	80	0
Handspikes, 100 pieces	65	0	10	0	55	0
Spars, from 12 to 19 inches, each	46	8	13	4	33	4
Masts and Bowsprits, 19 to 24 inches, each	73	4	23	4	50	0
Masts and Bowsprits, 24 inches and upwards, each	85	1	23	4	61	7
Lathwood, per cord	38	4	10	0	28	4
Flatted and Round Timber, per 1000 lineal feet	80	0	25	0	55	0
Boards, 100 pieces	40	0	5	0	35	0
Sawed Lumber, other than Deals for Exportation by Sea, 100 pieces	5		0	0	5	0

THOMAS WORTHINGTON,
Commissioner

Inland Revenue.

O. C., 12th October, 1871.

Reducing Inspection Fees on Petroleum, and Exempting certain Distillates.

Ordered, that the Inspection fees charged for the inspection of petroleum be reduced to the following rates, namely :—

On casks in packages containing more than 20 gallons, a fee of ten cents per package. On each gallon contained in packages of less than twenty gallons, a fee of one half cent.

Also, that distillate obtained from coal tar, which can neither be used for illuminating purposes nor for the adulteration of refined petroleum which is suitable for illuminating purposes, be exempted from duty.

O. C., 30th October, 1871.
Respecting Proprietary Medicines and Strong Waters.

Ordered, that under the authority of 31 Vic., Cap. 6, sec. 4, from this date duties on proprietary medicines be levied under 33 Vic., Cap. 9, sec. 3, of 1870, only, *i.e.* :—

Upon unenumerated spirits and strong waters, per gallon, \$1.20.

FERRY BETWEEN NEW EDINBURGH AND GATINEAU POINT,
OTTAWA RIVER.

RULES AND REGULATIONS.

For the governance of Ferry, between the Village of New Edinburgh, in the Province of Ontario, and the Village of Waterloo or Gatineau Point in the Province of Quebec, established under the 5th Section of the Act 33 Vic., Cap. 35.

1st. LIMITS.

On the Ontario side of the River, the limits shall extend from the Eastern limit of the City of Ottawa to Rockliffe.

On the Quebec side of the River the limits shall include both sides of the River Gatineau, up to the Government Booms; and shall also extend from the mouth of the Gatineau, to a point one mile Eastward of the old Ferry landing on the Quebec shore of the River Ottawa.

Inland Revenue.

2nd. LANDING STAGES OR WHARVES.

Suitable landing Stages or Wharves must be constructed and maintained, at the cost of the Lessee, which must be safe and available at all states of the River, and subject to the approval of the Department of Inland Revenue.

3rd. FERRY BOAT.

Shall be a substantial seaworthy Steamer, propelled by a low pressure Engine, and must have a Government certificate as to the safety of the Boiler and Engine. The size of the hull must be about 120 feet keel by 25 feet beam or sufficiently large to carry at one time, and with safety, eight loaded teams and 150 passengers. The main deck must be suitably covered to protect the passengers from the weather. The Engine to be of not less than Thirty horse nominal power. The vessel and machinery may be further described as being of not less capacity nor inferior in any respect to the Steamer "Mac" now plying on the route.

3th NUMBER OF TRIPS, &C.

From the opening of Navigation to the 31st of August, the Ferry boat shall commence running daily, Sunday excepted, at six o'clock, A. M. and shall continue to cross from each side every hour thereafter until six o'clock, P.M.

From the first of September, till the close of navigation, the trips shall be commenced daily, Sundays excepted, at Seven o'clock, a. m., and shall continue from each side every hour thereafter until six o'clock, P. M.

5th. TARIF OF CHARGES.

The maximum charge for ferrying shall be as follows :

		cts.
For two horse cart or } waggon with driver }	..... each way	30
For one horse cart or } waggon with driver }	..... do	20
For one horse.....	..... do	10
do head of horned cattle.....	..... do	15
do sheep or swine.....	..... do	5
do passenger.....	..... do	5
For every 100lbs Freight .....	..... do	1

6th. The Ferry boat shall be placed on the route fully completed and equipped and the landing stages fully constructed immediately upon the opening of the Navigation in the spring of 1871.

7th. The lease will be granted for a period of five years from the First of December 1870.

Inland Revenue.

8th. The Lessee will be required to give two sureties, satisfactory to the Department of Inland Revenue, who shall be bound jointly and severally with the principal in the sum of \$10,000 for the full compliance by the lessee with the terms of the lease.

9th. The right will be reserved to the Department of Inland Revenue of rejecting the Ferry boat or landing wharves should they or either of them be deemed unsuitable to the service, unsafe or inadequate to meet the public wants.

The right is also reserved to the Governor in Council to modify the maximum Tariff, should it be deemed expedient in the public interest to do so, and the Governor in Council may declare the lease forfeited and void whenever it shall be satisfactorily shewn that the Lessee fails to comply with the conditions hereof.

10th. The lessee of the Ferry shall at all times during the continuance of the lease carry over and across the Ferry, without fee, toll or reward, all Mail matter, Militia men, Soldiers or Sailors when provided with proper passports or under the charge of the proper officer or officers, and it shall be lawful for the said Lessee, to commute the rate for passenger's fees.

11th. A notice of the rates of fares and tolls to be charged for ferriage shall be put up in a conspicuous place near the Ferry landing, on both sides, and also on board the steam ferry boat employed.

12th. The lessee shall not at any time during the term of his lease, knowingly ferry, take or carry, or permit to be ferried, taken or carried over or across the said Ferry, any contraband articles whatsoever.

Inland Revenue Departement, }	THOS. WORTHINGTON,
Ottawa, 15th March, 1871. }	Com'r Inland Revenue, For the Minister.

FERRY BETWEEN CAMPBELTON, N. B. AND CROSS POINT, PROV. OF
QUEBEC.

RISTIGOUCHE RIVER.

NOTICE.

PROPOSALS will be received by the undersigned until Tuesday the 25th day of June, from persons desirous of leasing the privilege of ferring across the Ristigouche River between Campbelton, New Brunswick and Cross Point in the Province of Quebec, in accordance with the terms of the Order in Council, of the 23rd March, 1872, and under the conditions therein established, which are as follows, viz:—

Inland Revenue.

REGULATIONS.

1st.—Limits.

The limits of the Ferry shall extend to a distance of three miles above and below the wharf at the village of Campbellton, in New Brunswick, and to a similar distance above and below the usual Ferry landing at Cross Point in the Province of Quebec.

2nd.—Landing Stages.

Suitable landing stages or wharves serviceable at all states of the water in the River must be constructed on both sides subject to the approval of the Department of Inland Revenue.

3rd.—Ferry Boat.

During the first year after the execution of the lease, the lessee shall provide and maintain a vessel propelled either by steam or by oars, suitable for the conveyance of passengers, horse, cattle and all ordinary vehicles with safety and reasonable dispatch and such vessel shall be subject to the approval of the Department of Inland Revenue. After the lapse of one year the lessee shall, if required so to do by the Minister of Inland Revenue, place on the Ferry and maintain during the period of the lease a suitable vessel propelled by steam. Such vessel shall be of sufficient size for the safe conveyance of passengers, horses, cattle, vehicles and other effects, and shall be subject to the approval of the Department of Inland Revenue, and the lessee must obtain therefore and produce when required a certificate of fitness, safety and sufficiency from the Dominion Board of Steam Boat Inspectors.

4th.—Number of trips.

During the season of navigation the Ferry Boat shall commence running daily—Sundays excepted—at six o'clock a. m. and shall continue to cross from each side every hour thereafter until eight o'clock p. m.

5th.—Tarif of Charges.

The maximum charges for Ferrying shall be as follows :—

For a two horse cart or conveyance with driver each way.....	40 cts.
For a one horse cart or conveyance with driver, each way.....	30 cts.
For one horse, each way	10 cts.
For each head of horned cattle.....	10 cts.
For each head of sheep or swine, each way.....	5 cts.
For a passenger.....	5 cts.
For every 100 lbs of freight.. ..	3 cts.

Inland Revenue.

Sixth.

The Ferry boat shall be placed on the route fully completed and equipped and the Landing Stages shall be fully constructed on or before 1st July, 1872.

Seventh.

The lease will be granted for a period of five years from the first day of July, 1872.

Eighth.

The Lessee will be required to give two sureties satisfactory to the Department of Inland Revenue, who shall be held jointly and severally with the principal in the sum of \$2000 for the full compliance by the Lessee with the term of the Lease.

Ninth.

The right will be reserved to the Department of Inland Revenue of rejecting the Ferry Boat or Landing Stages or either of them should any of them be deemed unsuitable for the service, or unsafe to the public, or inadequate to meet the public wants. The right is also reserved to the Governor in Council to modify the maximum tariff should it be deemed expedient in the public interest to do so, and the Governor in Council may declare the lease forfeited and void whenever it shall be satisfactorily shewn that the Lessee fails to comply with the conditions thereof.

Tenth.

The Lessee of the Ferry shall at all times during the continuance of the lease carry over and across the Ferry without fee, toll or reward, all mail matter, militiamen, soldiers or sailors when provided with proper passports or under the charge of their proper officer or officers, and it shall be lawful for the said Lessee to commute the rate of passenger fees.

Eleventh.

A notice of the rates of Fares and Tolls to be charged for Ferriage shall be put in a conspicuous place near the Ferry landing on both sides and also on board the Steam Ferry Boat employed.

The proposals must state the amount which the party tendering is willing to pay per annum for the privilege referred to, which amount will be payable in advance, the terms of the lease being for five years from the 1st July, 1872.

All communications must be addressed to the undersigned and endorsed on the envelope "Tenders for the Ristigouche Ferry."

A. BRUNEL,
Commissioner Inland Revenue.

Ottawa, 23rd May, 1872.

Inland Revenue.

FERRY BETWEEN BUCKINGHAM AND CUMBERLAND, OTTAWA RIVER.

NOTICE.

PROPOSALS will be received by the undersigned until Thursday the 1st August from persons desirous of leasing the privilege of ferrying across the Ottawa River between the village of Buckingham, in the Province of Quebec and lot No. 14 in the Township of Cumberland in the Province of Ontario, in accordance with the terms of the order in Council of the 17th June, 1872, and under the conditions therein established which are as follows : viz.—

REGULATIONS.

1st. *Limits.*

The limits of the Ferry shall extend to a distance of one mile above and one mile below the wharf at the village of Buckingham, in the Province of Quebec, and to a similar distance above and below some point on or adjacent to lot No. 14 in the Township of Cumberland in the Province of Ontario.

2nd. *Landing Stages.*

Suitable Landing Stages or Wharves serviceable at all states of the water in the River must be constructed on both sides, subject to the approval of the Department of Inland Revenue.

3rd. *Ferry Boat.*

The Lessee shall provide and maintain a vessel propelled either by steam, horse power or oars, suitable for the conveyance of passengers, horses, cattle and all ordinary vehicles with safety and reasonable dispatch, and such vessel shall be subject to the approval of the Department of Inland Revenue.

4rd. *Number of Trips.*

During the season of navigation the Ferry Boat shall commence running daily, Sundays excepted, at six o'clock, A. M., and shall continue to cross from each side every hour thereafter until eight o'clock, P. M.

5th. *Tariff of Charges.*

The maximum charges for ferrying shall be as follows :

	Cts.
For a two horse cart or conveyance with driver each way.....	40
Do one horse do do do do	30
Do one horse each way.....	10
Do each head of horned cattle each way.....	10
Do do sheep or swine do	5
Do a passenger do	5
Do every 100 lbs. of freight do	3

Inland Revenue.

6th.

The Ferry boat shall be placed on the route fully completed and equipped and the landing stages shall be fully constructed on or before the first day of September, 1872.

7th.

The lease will be granted for a period of five years, from the first day of September 1872.

8th.

The lessee will be required to give two sureties satisfactory to the Department of Inland Revenue, who shall be held jointly and severally in the sum of \$1,000 for the full compliance by the lessee with the terms of the lease.

9th.

The right is reserved to the Department of Inland Revenue of rejecting the Ferry boat or landing stages or either of them, should any of them be deemed unsuitable for the service or unsafe to the public or inadequate to meet the public wants. The right is also reserved to the Governor in Council to modify the maximum tariff should it be found expedient in the public interest to do so; and the Governor in Council may declare the lease forfeited and void whenever it shall be satisfactorily shewn that the lessee fails to comply with the conditions thereof.

10th.

A notice of the rates of fares and tolls to be charged for ferriage shall be put up in a conspicuous place near the Ferry landing on both sides and also on board the Ferry Boat employed.

A. BRUNEL,
Commissioner of Inland Revenue.

6 July, 1872.

FERRY, RISTIGOUCHE RIVER, NEAR INTERCOLONIAL RAILWAY
BRIDGE.

RISTIGOUCHE FERRY.

NOTICE is hereby given that proposals will be received until the 10th day of June next from parties who desire to obtain a lease of the privileges appertaining to a ferry which has been established, under the provisions of the Act 33 Vic., Cap. 35, between the Provinces of Quebec and New-Brunswick at a point on the Ristigouche River, not more than one mile and a half to the eastward of the Intercolonial Railway Bridge across the said River, and the limits of such ferry to extend to a distance of four miles and a half below the said bridge.

Inland Revenue.

Such proposals endorsed "*Proposals for the Ristigouche Ferry*" are to be addressed to the undersigned and must state the sum which the parties making them are willing to pay annually for the proposed privileges which will be granted subject to the provisions of the Act above cited, and to the following conditions, viz :

REGULATIONS.

FIRST.—LANDING STATES.

Suitable Landing Stages or Wharves, serviceable at all states of the water in the River must be constructed on both sides subject to the approval of the Department of Inland Revenue.

SECOND.—FERRY BOAT.

The lessee shall provide and maintain a vessel propelled either by steam, horse-power, or oars, suitable for the conveyance of passengers, horses, cattle, and all ordinary vehicles, with safety and reasonable despatch, and such vessels shall be subject to the approval of the Department of Inland Revenue.

THIRD.—NUMBER OF TRIPS.

During the season of navigation, the Ferry Boat shall commence running daily, Sundays excepted, at six o'clock, A. M. and shall continue to cross from each side every hour thereafter until eight o'clock, P. M.

FOURTH.—TARIFF OF CHARGES.

The maximum charges for ferrying shall be as follows :

	Cents.
For a two horse cart or conveyance with driver, each way...	40
For one do do do	30
For one horse, each way.....	10
For each head of horned cattle, each way.....	10
For do sheep or swine.....	5
For a passenger.....	5
For every 100 lbs. of freight	3

FIFTH.

The Ferry Boat shall be placed on the route fully completed and equipped, and the landing stages shall be fully constructed on or before the first day of August, 1873.

SIXTH.

The lease shall be granted for a period of five years, from the first day of August, 1873.

Inland Revenue.

SEVENTH.

The lessee will be required to give two sureties satisfactory to the Department of Inland Revenue, who shall be held jointly and severally in the sum of \$1,000 for the full compliance by the lessee with the terms of the lease.

EIGHTH.

The right is reserved to the Department of Inland Revenue of rejecting the Ferry Boat or Landing Stages, or either of them, should any of them be deemed unsuitable for the service or unsafe to the public, or inadequate to the public wants. The right is also reserved to the Governor in Council to modify the maximum tariff should it be found expedient in the public interest to do so; and the Governor in Council may declare the lease forfeited and void whenever it shall be satisfactorily shewn that the lessee fails to comply with the conditions thereof.

NINTH.

A notice of the rates of fares and tolls to be charged for ferriage shall be put up in a conspicuous place near the ferry landing on both sides and also on board the Ferry Boat employed.

A. BRUNEL,
Commissioner of Inland Revenue.

Department of Inland Revenue, }
Ottawa, 20th May, 1273. }

INLAND REVENUE DISTRICTS AND DIVISIONS, CONSTITUTED.

GOVERNMENT HOUSE, OTTWA,

Friday, 30th day of May, 1873.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

On the recommendation of the Honorable the Minister of Inland Revenue and under and in pursuance of the provisions of the 6th Section of the Act 31st Victoria, Cap. 5. His Excellency has been pleased to order, and it is hereby ordered, that the several Inland Revenue Districts and Divisions in the Dominion of Canada enumerated in the list hereunto appended, and the Counties composing them respectively be, and the same are hereby constituted and established, viz :—

Inland Revenue.

LIST of Inland Revenue Districts and Divisions in the Dominion of Canada, the Counties of which the latter consist and the Post Office Address.

CHIEF INSPECTOR, TORONTO,

INSPECTOR OF DISTILLERIES, WINDSOR.

Inspection Districts.	Revenue Division.	COUNTIES.	Head Office at
Windsor, Office at Wind- sor.	Windsor..... Sarnia..... Goderich.....	Essex, Kent..... Lambton..... Bruce, Huron, Perth.....	Windsor. Sarnia. Goderich.
London, Office at Guelph	London..... Guelph..... Paris..... St. Catharines..... Hamilton.....	Middlesex and Elgin..... Wellington, Waterloo..... Brant, Norfolk, Oxford..... Haldimand, Lincoln, Welland..... Hamilton (City), Wentworth, Halton.....	London. Guelph. Brantford. St. Catharines. Hamilton.
Toronto, Office at To- ronto.	Algoma..... Collingwood..... Toronto..... Cobourg..... Peterborough..... Belleville.....	Algoma..... Grey, Simcoe..... Toronto (City), Peel, York, Ontario..... Durham, Northumberland..... Peterborough, Victoria..... Hastings, Prince Edward.....	Sault Ste Marie. Owen Sound. Toronto. Cobourg. Peterborough. Belleville.
Kingston, Office at Pres- cott.	Kingston..... Perth..... Ottawa..... Prescott..... Cornwall.....	Frontenac, Kingston (City), Lennox and Ad- dington..... Lanark, Renfrew..... Carleton and Russell..... Grenville, Leeds, Dundas..... Prescott (County), Glengarry, Stormont.....	Kingston. Perth. Ottawa. Prescott. Cornwall.
Montreal, Office at Mon- treal.	Montreal..... St. Hyacinthe... Terrebonne..... Beauharnois..... St. John's..... Sherbrooke..... Three Rivers... Pontiac.....	<div> <div> Montreal (City), Hochelaga, Jacques-Cartier, Laval..... Vaudreuil, Soulanges, Laprairie, Chambly, Verchères..... Joliette, L'Assomption, Montcalm, Richelieu, Yamaska, and Berthier..... </div> <div> St. Hyacinthe (County and Town), Rouville, Bagot..... Terrebonne, Argenteuil, Two Mountains..... Beauharnois, Chateauguay, Huntingdon..... Napierville, St. John, Iberville, Shefford, Brome, Missisquoi..... Richmond with Town of Sherbrooke, Wolfe, Compton, Stanstead..... Maskinongé, St. Maurice and City of Three Rivers..... Champlain and Nicolet..... Pontiac, Ottawa..... </div> </div>	<div> <div> Montreal. </div> <div> St. Hyacinthe. Ste. Thérèse. Beauharnois. St. John's. Sherbrooke. Three Rivers. Ottawa City. </div> </div>
Quebec, Office at Que- bec.	Quebec.....	Quebec, Montmorency, Portneuf, Lévis..... Dorchester, Bellechasse..... Preventive Officer, Magdalen Islands.....	Quebec.

Inland Revenue.

Nova Scotia, Office at Halifax,	{	Yarmouth	Yarmouth, Digby, Shelburne, Queen's.....	Yarmouth.
		Halifax	Annapolis, Colchester, Hants, Kings, Lunenburg	Halifax.
			Halifax City, Halifax County, Northumberland	
		Pictou	Pictou, Antigonish, Guysburgh.....	Pictou.
New Brunswick, Office at St. John.	{	Cape Breton.....	Inverness, Victoria, Cape Breton.....	North Sydney.
		Miramichi	Res'igouche, Gloucester, Northumberland, Kent	Chatham.
		St. John	St. John City, St. John County, part of York, Sunbury.....	St. John.
			Queen's County, King's County, St. John, Westminster, Albert.....	
Manitoba, Office at Winnipeg.	{	Manitoba.....	Chatham, Victoria, Carleton, part of York....	
			The whole Province	Winnipeg.
British Columbia, Office at Victoria.	{	British Columbia.		
			The whole Province.....	Victoria.

W. A. HIMSWORTH,
Clerk of the Privy Council.

GOODS SUBJECT TO EXCISE DUTIES AND EXPORTED, ALLOWED TO
BE RE-IMPORTED FREE FROM CUSTOMS DUTY.

GOVERNMENT HOUSE, OTTAWA.

Friday, 6th day of June, 1873.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Hon. the Minister of Inland Revenue and under the provisions of the Act 33rd Victoria, Chapter 8, intituled : " An Act to explain and amend the Act respecting the Collection and Management of the Revenue, the Auditing of Public Accounts and the liability of Public Accountants."

His Excellency has been pleased to Order, And it is hereby ordered, that the privilege accorded by the Order in Council of the 19th March, 1863, to goods, wares and merchandize, the growth, produce or manufacture of Canada which had been exported beyond the limits of Canada of being reimported free of duty of Customs on certain conditions named in such order, be and the same is hereby extended

Inland Revenue.

extended and declared to apply to goods subject to duties of Excise, which goods may henceforth in like manner be reimported into Canada free of duty subject to the said several conditions mentioned in the said order and on the further condition that such goods on reimportation shall be warehoused subject to the Excise duties to which they would have been liable had they not been exported from Canada.

W. A. HIMSWORTH,
C. P. C.

INLAND REVENUE LAWS EXTENDED TO PROVINCE OF MANITOBA.

GOVERNMENT HOUSE, OTTAWA.

Friday, 6th day of June, 1873.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

WHEREAS by the Act 33 Victoria, chapter 3, section 29, intituled : " An Act " to amend and continue the Act 32 and 33 Victoria, chapter 3, and to " establish and provide for the Government of the Province of Manitoba " it is provided that " such provisions of the Laws of Canada respecting the Inland Revenue, including those fixing the amount of duties, as may be from time to time declared by the Governor General in Council applicable to the said Province shall apply thereto, and be in force therein accordingly. "

His Excellency the Governor General in Council on the recommendation of the Honorable the Minister of Inland Revenue, and under the authority aforesaid has been pleased to order, and it is hereby Ordered, that all the Inland Revenue Laws of Canada in so far as they relate to the issuing of Licenses and the imposition of fines, penalties and duties on distillers, malsters and brewers and on spirits, malt and malt Liquor, and all laws respecting the collection and management of Revenue derived therefrom be, and the same are hereby declared to apply to and be in force in the Province of Manitoba.

W. A. HIMSWORTH,
Clerk, Privy Council.

*Inland Revenue.*PORTS FOR THE IMPORTATION OF RAW OR LEAF TOBACCO, UNDER
THE INLAND REVENUE LAWS.

DATES OF ORDERS IN COUNCIL.	NAMES OF PORTS.
2 July 1868.	Pictou.
7 June 1869.	Paris.
30 August 1870.	Moncton.
12 October 1871.	Guelph.
16 August 1873.	Charlottetown, P. E. Island.
30 " " "	Stratford, Ontario.

PORTS FROM WHICH GOODS LIABLE TO EXCISE DUTIES MAY BE
EXPORTED IN BOND.

DATES OF ORDERS IN COUNCIL.	NAMES OF PORTS.
1 October 1868.	Miramichi
31 " " "	Pictou, Chatham, Newcastle, Fredericton.
7 February 1870.	Fort Erie.
22 March " "	North, Sydney, London.
29 April 1872.	Shediac N. B.

Public Works.

ST. MAURICE WORKS—REGULATIONS AND TOLLS.

—
PROVINCE OF CANADA.

By His Excellency Lieutenant General WILLIAM ROWAN, Esquire, C. B. Administrator of the Government of the Province of Canada, and Commander of Her Majesty's Forces therein, &c., &c., &c.

To all to whom these Presents shall come—GREETING :

L. T. DRUMMOND, *Atty. Genl.* **W**HEREAS it hath become expedient to fix the Rate of Tolls to be collected on and for the use of the Public Works lately constructed on the River St. Maurice, and to establish Regulations for securing the due payment of such Tolls, and for the management, proper using and protection of the said Public Works. Now KNOW YE therefore that I have, by and with the advice and consent of Her Majesty's Executive Council for the Province of Canada, fixed, established and declared, and by these presents do fix, establish and declare the Rate of Tolls and Regulations which accompany these presents to be, on, from and after the date hereof, the Rate of Tolls to be payable on the articles therein mentioned on passing the Public Works aforesaid, and the Regulations for the management, proper using and protection of the Public Works aforesaid ; Of all which Her Majesty's loving subjects, and all others whom these presents may concern, are hereby required to take notice and govern themselves accordingly.

GIVEN under my Hand and Seal at Arms, at QUEBEC, in the said Province, this TWENTY-NINTH day of APRIL, in the year of Our Lord, one thousand eight hundred and fifty-four, and in the Seventeenth year of Her Majesty's Reign.

WM. ROWAN.

By Command,

P. J. O. CHAUVEAU, *Secretary.*

—
RATE OF TOLLS AND REGULATIONS.

1. That the owner of every parcel of squared timber, saw-logs or other timber proposed to be passed down the River St. Maurice, through any of the works constructed thereon, shall give notice in writing to the Superintendent of Public Works on the said River, eight full days at least before the period appointed for driving the same, specifying the section or sections of the River such timber is to be driven from, whether or not it is to be driven to the mouth of the River, and if not, where it is intended to be stopped, under a penalty, in default of giving such notice, of not less than *Twenty Shillings*, and not exceeding *Five Pounds* Currency.

Public Works.

2. That the owner or person in charge of every such lot of squared timber, saw logs or other timber shall, when the same reaches its destination on the St. Maurice or before, subscribe and deliver to the said Superintendent, or to such person as he may authorize in that behalf, an acknowledgment in duplicate, certifying the number and description of sticks or logs passed or driven through any of the said works, and specifying the name and designation of the owner thereof, and, of the person or firm supplying or furnishing such owner, together with the marks distinguishing such timber, and such other particulars as may be required for the identification thereof; and any person who, having passed or driven any parcel of timber through any of the said Works, shall refuse or neglect so to give such acknowledgment, or who in giving the same shall make a false statement either as to the number or description of the timber so passed or driven, or as to the place of its departure or destination, shall incur a penalty of not less than *Five Pounds*, and not exceeding *Fifty Pounds* Currency: and shall further pay, on every parcel of timber so passed or driven without such acknowledgment, or in relation to which any such false statement is made, double the amount of *Dues* which would otherwise have been payable thereon.

3. That the Collector of Dues on the said River St. Maurice, or such person or persons as may be in that behalf duly authorised by him, shall, at all hours of the day, have free access to and full power and permission to enter and remain as long as he or they may see fit upon any such parcel of timber for the purpose of examining the same, and of ascertaining the number of pieces and the description of timber of which the same is composed.

4. That the dues leviable on all parcels of square timber, saw-logs or other timber passing down the said River according to the schedule of rates hereunto annexed, shall be payable immediately on the arrival of such timber or saw-logs at the booms at the mouth of the River St. Maurice, or at such intermediate place as they may be destined for, and that no person shall remove any such parcel of timber until such dues have been paid or secured, to the satisfaction of the Collector, under a penalty of not less than *Ten Pounds*, and not exceeding *Fifty Pounds*, currency.

5. That the owner, as well as the person in charge of any parcel of timber, shall be held jointly and severally responsible for any injury or damage done to any of the Slides, Dams, Booms, Piers or other Public Works on the said River St. Maurice, by any of the parties in the employment of such owner or person in charge and it shall and may be lawful for the said Superintendent, or other person acting for him, to seize and detain such parcel of timber until the injury so done shall be repaired or until satisfactory security shall have been given for the payment of the amount at which injury or damage shall be estimated by the Superintendent.

Public Works.

6. That every person who shall wilfully do any injury or damage to any of the Slides, or to any of the Booms, Dams, Piers or other Public Works on the said river St. Maurice, and every person who shall aid or assist in so doing any such injury or damage, shall, for every such offence, incur a penalty of not less than *Twenty-five Pounds*, and not exceeding *Fifty Pounds* currency, over and above the amount at which such injury or damage shall be estimated by the Superintendent as hereinbefore provided.

7. That the owner of any parcel of squared timber, saw-logs or other timber conveyed down the river St. Maurice, shall during the passage thereof, keep a sufficient number of men stationed at every Slide and Boom, and also at every other point which the said Superintendent may indicate, to prevent all such damage to the works or obstruction in the river as might arise from the accumulation of logs or other timber against the booms, or in the channels or bends of the river, or from logs or other pieces of timber escaping under the Booms or going over them.

The number of men required at each station shall be regulated by the said Superintendent, and any owner or person in charge of such logs, who shall neglect or refuse to comply with this regulation, shall incur a penalty of not less than *Five Pounds*, and not exceeding *Fifty Pounds* currency, over and above the payment of the amount at which any injury or damage so done to the works may be estimated by the Superintendent.

8. That no person in charge of timber held in the retaining boom at Shawenegan Bay, shall allow the same to be put or passed out of the boom except under the direction of the said Superintendent or of such person as he may authorize in that behalf, who shall regulate the descent of timber and the time of passing it out: and any person in charge of such timber, who shall refuse or neglect to stop the running out of logs at the boom at Shawenegan Bay, when directed to do so by any such Officer, shall incur a penalty of not less than *Five Pounds* and not exceeding *Fifty Pounds* currency, in addition to the amount at which any injury or damage done to the Works, by reason of such neglect or refusal, shall have been estimated by the Superintendent

9. That the owner or person in charge of any squared timber, saw-logs, or other timber passing down the St. Maurice, shall, from the time when the same shall approach the Main Booms at the mouth of the said River, until all such timber shall have been passed through the said Main Booms, keep a sufficient number of men stationed at such Booms to prevent any obstructions or damage to the works which might arise from any undue accumulation of such timber against the Booms or in the Gates thereof: and every owner or person in charge of
such

Public Works.

such timber shall furnish at least the number of men required by the Superintendent or person duly authorized by him in that behalf, and shall pass out such timber at the places, at the time and in the manner directed by such Superintendent or person duly authorized by him as aforesaid. And any owner or person in charge of such timber who shall neglect or refuse to comply with this regulation shall incur a penalty of not less than *Five Pounds* and not exceeding *Fifty Pounds*, currency, over and above the amount at which any damage done to the works, by reason of such neglect or refusal, shall be estimated by the said Superintendent.

10. That any person who shall tie or fasten, or cause to be tied or fastened, any raft or crib to any of the said Booms at the mouth of the said River St. Maurice, or who shall make or cause to be made any crib frames, or who shall cut or chop, or cause to be cut or chopped, any timber or wood on any of the said Booms, shall incur a penalty of not less than *Five Pounds*, and not exceeding *Fifty Pounds* currency.

11. Any person who shall oppose, hinder or obstruct, or who shall aid or assist any other person in opposing, hindering or obstructing any Superintendent of Public Works, Collector of Dues, Boom Keeper, or other Officer or person duly authorized by any such Officer, in the execution of his duty, shall incur a penalty of not less than *Five Pounds*, and not exceeding *Fifty Pounds*, currency

13. That the following Tolls shall be and are hereby imposed, and shall be payable on squared timber, saw-logs or other timber passing through the Public Works or parts of the same, on the river St. Maurice :

From above the Falls of the <i>Grande Mère</i> to the mouth of the river St Maurice—	
Squared or Flatted Timber, per cent Pieces.....	£2 10 0
Saw Logs, per cent Pieces.....	1 0 0
From below the <i>Grande Mère</i> , and above the Shawenegan Falls to the mouth of the river St. Maurice—	
Squared or Flatted Timber, per 100 Pieces.....	1 17 6
Saw Logs, per 100 Pieces.....	0 15 0
From below Shawenegan, and above the Grès Falls to the mouth of the river St. Maurice—	
Squared Flatted Timber, per 100 Pieces.....	1 5 0
Saw Logs, per 100 Pieces.....	0 10 0
From above the <i>Grande Mère</i> to the Grès Falls, or any place intermediate—	
Saw Logs, per 100 Pieces.....	0 15 0

Public Works.

SLIDES, BOOMS, &c., OTTAWA, MADAWASKA, PETEWAWA, CHAUDIÈRE, GATINEAU, CHENAUX, CARILLON, CHICOUTIMI. — TARIFF OF TOLLS.

GOVERNMENT HOUSE,

Quebec, Wednesday, 25th day of April, 1860.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

HIS Excellency the Governor General in Council, on the recommendation of the Honorable the Commissioner of Public Works, has been pleased to Order, and it is hereby ordered, under and by virtue of the authority given and conferred by the twenty-eighth chapter of "The Consolidated Statutes of Canada," —That the Tolls and Dues enumerated and specified in the Schedule hereunto annexed, and forming part of this Order, be respectively imposed, and the collection thereof authorized, in and upon the Public Works of this Province, known as the Ottawa, Madawaska and Petewawa Slides, and for Boomage at the Chaudière, Gatineau and Cheneaux Booms, and at the Carillon Slide and Dam, and at the Booms and Slides at Chicoutimi, in lieu of the Tolls and Dues heretofore imposed and authorized to be levied and collected upon the said Public Works respectively, under and in conformity with any Proclamation, Schedule or Order in Council heretofore issued, in so far only however as such Tolls and Dues are altered or changed by this Order in Council and the Shedule attached hereto.

W. A. HIMSWORTH,
Acting Clerk E. C.

1860.

TOLLS to be levied on the Ottawa, Madawaska and Petewawa Slides :

Name of Slide.				Per single Crib.	
				\$	cts.
From head of Joachim	to foot of Chaudière Slide...			3	50
Do	Calumet and Mountain to	do	...	3	50
Do	Portage du Fort to	do	...	1	75
Do	Chats	do	...	1	50
Do	Chaudière	do	...	1	00
Do	High Falls (Madawaska)	do	...	3	50
Do	Improvements below	do	...	1	75
Do	Crooked Chûte (Petewawa)	do	...	1	75
Do	Bois Dûr	do	...	1	25
Do	South Branch	do	...	1	75

Public Works.

TOLLS to be levied for Boomage at the undermentioned Booms :

Name of Boom.	Each loose stick inside of Boom.	Per saw Log.
At the Chaudière Booms.....		\$ cts. 0 2
Do Gatineau do		0 2
Do Cheneaux do (on completion).....	6 cts.	0 2

TOLLS to be levied at the Carillon Slide and Dam :

For every Crib of Deals or Boards.....	\$ cts. 1 00
Do Square Timber	0 75
Do Saw Log	0 2

TOLLS to be levied on the Saguenay Works and the Booms at Chicoutimi :

For every Saw Log	\$ cts. 0 3
Do Stick of Square Timber	0 10
Do Mast	0 20
Do Spar	0 8

SLIDES, BOOMS, &c. OTTAWA, MADAWASKA, &c. — TOLLS ALTERED.

GOVERNMENT HOUSE,

Quebec, Tuesday, 29th May, 1860.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

HIS Excellency the Governor General in Council, on the recommendation of the Honorable the Commissioner of Public Works, has been pleased to order, and it is hereby ordered, under and by virtue of the authority given and conferred by the twenty-eighth chapter of "The Consolidated Statutes of Canada," That the Tolls and Dues enumerated and specified in the schedule hereunto annexed, and forming part of this Order, be respectively imposed and the Collection thereof authorized in and upon the Public Works of this Province, known as the Ottawa, Madawaska and Petewawa Slides, and for Boomage at the Chaudière, Gatineau

Public Works.

tineau and Cheneaux Booms, and at the Carillon Slide and Dam, and at the Booms and Slides at Chicoutimi, in lieu of the Tolls and Dues heretofore imposed and authorized to be levied and collected upon the said Public Works respectively, under an Order in Council of the Twenty-fifth day of April last, and any other Order in Council, Schedule or Proclamation heretofore issued; in so far only however as such Tolls and Dues are altered or changed by this Order in Council, and the Schedule attached hereto.

WM. H. LEE,
C. E. C.

1860.

RATES OF TOLL to be levied on timber and lumber passing the Ottawa, Petewawa and Madawaska Slides and other improvements.

Name of River.	Name of Slide or other Improvement.	Per Slide or Improvement per Crib of		Rate to clear to Foot of Chaudière per Crib.		Special Rates.
		Red pine, White pine or hardwood.	Masts, Staves or Sawn Lumber.	Red pine, White pine or hardwood.	Masts, Staves or Sawn Lumber.	
Ottawa.	For passing through Slides at Joachim Rapids.....	\$ cts. 1 00	\$ cts. 1 50	\$ cts. 3 50	\$ cts. 4 50	For every Crib of round or unhewn timber, floats or other rafting materials, not exceeding fifteen inches in diameter, at the butt or large end, fifty cts. for each slide passed.
Do	Do Calumet and Mountain Rapids.....	1 00	1 50	2 50	3 50	
Do	Slides at Portage du Fort.....	0 50	0 75	1 75	2 25	
Do	Do Chats.....	1 00	1 50	1 50	2 00	
Do	Do Chaudière.....	1 00	1 50	1 00	1 50	
Petewawa.	From Crooked Chute to Ottawa River.....	1 75	.....	4 25	.....
Do	From Bois Dur to Ottawa River.....	1 25	.....	3 75	.....
Do	Improvements on South Branch.....	1 75	.....	4 25	.....
Madawaska.	Ragged Chute and High falls Slide and Improvements.....	2 00	2 50	3 50	4 50	
Do	Improvements below High falls to Arnprior.....	0 50	0 75	2 00	2 50	
Do	Slide at Arnprior.....	0 50	0 75	1 75	2 25	

TOLLS to be levied for Boomage at the Undermentioned Booms.

Name of Boom.	Each loose Stick inside of Boom.	Per Saw Log.	
Chaudière.....	.....	\$ cts. 0 2	
Gatineau.....	.....	0 2	
Cheneaux (on completion).....	6 cts.	0 2	

Public Works.

TOLLS to be levied at the Carillon Slide and Dam.

	\$	cts.
For every Crib of Deals or Boards.....	1	00
Do Square Timber.....	0	75
For each Saw Log	0	02

TOLLS to be levied on the Saguenay Works and the Booms at Chicoutimi.

	\$	cts.
For every Saw Log	0	03
Do Stick of Square Timber.....	0	10
Do Mast.....	0	20
Do Spar.....	0	08

SLIDE, CHAUDIÈRE, OTTAWA —REGULATIONS FOR THE PROTECTION OF

GOVERNMENT HOUSE,

Quebec, Friday, 8th June 1860.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

HIS EXCELLENCY THE GOVERNOR GENERAL in Council is pleased to Order, and it is hereby Ordered, under and by virtue of the Authority given and conferred by the twenty-eighth Chapter of the "Consolidated Statutes for Upper Canada."

That from and after the date hereof the following Regulations shall apply to and have force and effect in the *proper use and protection of the Public Work of this Province*, commonly known as.—

The Timber Slide situated in the vicinity of Chaudière Falls, on the south side of the River Ottawa, that is to say :

First.—That no rafts of round, square, or flatted timber or saw logs shall be allowed to be banded up within the sheet of water bounded by the "Ottawa Slide" South Shore of Victoria Island to the Eastern extremity of the same, and extending easterly to a mark on the south side of Pine Tree Island, thence in a southerly direction to a mark at the water's edge of the River Ottawa, opposite the centre of Kent street, in the city of Ottawa ; thence along the south shore of the river to the foot of the slide aforesaid.

Public Works.

But in case of cribs of timber or saw logs being damaged or broken up in passing the Slide, they may be repaired or re-rafter within the aforesaid limits, if, in the opinion of the Superintendent of the works, such repairing or re-rafter be necessary. But in no case shall they be allowed to remain within the said limits longer than forty eight hours after passing the Slide.

That every violation of this provision, or encroachment on said limits, shall subject the owner, person or persons in charge of such raft, to a penalty of not less than twenty-five dollars, and not exceeding fifty dollars.

Secondly.—That no steamboat, barge or other craft, during the season of running timber, shall be allowed to moor within the said limits in a position that obstructs a free outlet from the slide ; and, in all cases vessels, loading or unloading, must be brought to the wharves or landing places and lie parallel with the current, but in no case shall there be more than two vessels abreast of each other, under a penalty, for every offense, of not less than fifteen dollars nor more than fifty dollars.

Thirdly.—Rafts, vessels or other craft, as aforesaid, shall be held liable for the penalty imposed under these regulations ; and the Superintendent of the works is authorized and required to seize and detain any such raft, vessel, barge or boat, until payment of such penalty or until the owner or person in charge shall give satisfactory security for the payment thereof, within thirty days after such penalty shall have been declared or demanded ; and in default of such payment being made within such specified time, then the Superintendent may proceed to sell by public auction any such raft, vessel or boat, after having first given two weeks' notice of the day of such intended sale ; such notice to be inserted in one or more of the public newspapers published in the City of Ottawa, at least two clear weeks prior to the day of sale, levying the cost attendant thereon, as well as the fine so imposed, upon the owner or person claiming such property.

WM. H. LEE, C. E. C.

Public Works.

LACHINE CANAL, REGULATIONS RELATING TO VESSELS TRADING
TO LOWER PORTS AND ENTERING THE LACHINE CANAL.

GOVERNMENT HOUSE,

Quebec, Friday, 8th June, 1860.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

HIS EXCELLENCY THE GOVERNOR GENERAL in Council is pleased to order, and it is hereby ordered, that from and after the date hereof, the following Rates of Toll shall be levied upon Vessels trading to Lower Ports, and entering the Lachine Canal from the Harbour of Montreal, and on certain goods herein mentioned; said Vessels to be allowed 48 hours for discharges of Cargo, before the following tolls be incurred; and said discharge to be made below the St. Gabriel Lock.

CLASS OF VESSEL.	RATE OF TOLL
Steamboats, measuring 50 Tons and upwards, per Ton Register, per day of 24 hours.....	8 Mills
All other Vessels measuring 50 Tons and upwards, per Ton Register, per day of 24 hours.....	4 Mills
Steamboats, measuring under 50 Tons Register, each per day of 24 hours.	40 cents
All other Vessels measuring from 25 to 50 Tons Register, do do	20 "
All Vessels measuring less than 25 Tons Register, do do	10 "
Coal per Chaldron.....	10 "
Salt, per 100 Minots.....	15 "
Iron of all kinds, per ton weight.....	15 "
Merchandise as in Class No 6, of the Tariff of Tolls on Provincial Canals..	10 "

Provided always that the above Tolls be levied only on goods for consumption in Montreal and on Vessels trading with that Port.

W. H. LEE, C. E. C.

Public Works.

SLIDE, SAGUENAY—REGULATIONS FOR PROPER MANAGEMENT OF

GOVERNMENT HOUSE,

Quebec, 28th September, 1860.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Honorable the Commissioner of Public Works, His Excellency the Governor General in Council has been pleased to Order, and it is hereby Ordered, that the following Regulations for the proper management of the Saguenay Slides be adopted and enforced, viz :

1. All person or persons in charge of lumber that is to pass through the Saguenay Slide, must notify the resident Slide Master when they will be ready to commence.

2. All person or persons in charge of lumber at the head of the Slide, shall send eight men to assist the Slide Master in the discharge of his duties during the passage of their timber : Four of these men to be placed at the head of the Slide to feed it, and the other four stationed along the side of the Slide, as the Slide Master may direct ; these eight men shall be under the orders and control of the person in charge of the Slide while their employer's timber is being passed.

3. As it would be difficult for the Slide Master to count the number of logs, &c., in the Boom at the head of the Slide, all person or persons lumbering above the Public Works on the River Saguenay, who propose passing their timber through the Government Works, are required to furnish to the Slide Master or person in charge of the Slide at the time, when called upon, with a Statement of the exact quantity of timber by them manufactured in the woods.

WM. H. LEE.

C. E. C.

Public Works.

SLIDE, PETEWAWA RIVER. TARIF OF TOLLS.

GOVERNMENT HOUSE,

Quebec, 30th August, 1862.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

THE Governor General in Council having had under consideration a Report dated 19th August, 1862, from the Deputy Commissioner of Public Works, suggesting the establishment of a Toll on Timber passing over the slides recently erected on the Petewawa River between Lake Traverse and Trout Lake.

His Excellency in Council was pleased to Order and it is hereby Ordered, that, a Toll or rate of one dollar be charged and levied upon each and every Crib of Timber passing over the said Slides, and that the same be payable in like manner for each and every Crib of Timber that shall have passed through the same during the present season of navigation.

WM. H. LEE,
C. E. C.

SLIDES AND BOOMS, CHICOUTIMI-TOLLS ALTERED.

GOVERNMENT HOUSE, QUEBEC,

Thursday, 13th day of April, 1865.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

HIS EXCELLENCY THE GOVERNOR GENERAL in Council, on the recommendation of the Honorable the Commissioner of Public Works, has been pleased to Order, and it is hereby Ordered, under and by virtue of the authority given and conferred by the twenty-eighth chapter of the Consolidated Statutes of Canada, that the Tolls and Dues hereinafter enumerated and specified shall be and they are hereby imposed, and the collection thereof authorized in and upon the Public Works of this Province, know as the Booms and Slides at Chicoutimi, in lieu of the Tolls and Dues heretofore imposed and authorized to be levied and collected upon the said Public Works, under an Order in Council of the Twenty-ninth day of May, in the year of Our Lord one thousand eight hundred and sixty, or any other Order in Council, Schedule or Proclamation heretofore issued for that purpose, that is to say :

	Cents each.
On yellow and white pine log.....	3 "
On red pine and spruce logs. Tamarac timber, futtocks and knees.....	2 "
On red, yellow and white pine timber per stick.....	5 "
On masts.....	20 "
On spars.....	8 "

WM. H. LEE,
C. E. C.

*Public Works.*SLIDE AND BOOM, COULONGE, PETEWAWA, MADAWASKA.—TOLLS
ALTERED.

GOVERNMENT HOUSE, QUEBEC,

Thursday, 13th day of July, 1865

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

HIS EXCELLENCY, on the recommendation of the Honorable the Commissioner of Public Works, and under and by virtue of the authority conferred by the 28th Chapter of the Consolidated Statutes of Canada, has been pleased to Order, and it is hereby Ordered, that on, from and after this day, the following Rates and Tolls to be levied on Timber and Lumber passing the River Coulonge, and also Tolls to be levied on the Petewawa and Madawaska Rivers, in addition to those at present imposed, shall be and they are hereby enacted, that is to say :

NAME OF RIVER.	NAME OF SLIDE OR OTHER IMPROVEMENT.	TIMBER AND LUMBER.	PER RATE. \$ cts.
Coulonge.	For passing Slide at High Falls.	For every quantity of timber equal to a crib of red or white pine in single sticks, and rafted up at the retaining boom.....	1 50
		For every-crib of masts or spars....	2 00
			02
		For every saw log.....	
Petewawa.	For passing dams, piers, and booms between Cedars Lake and Memo rapids.	For every crib of red or white pine.	75
		For every crib of masts or spars....	1 00
		For every saw log.....	01
Madawaska.	For use of retaining booms and piers in the Chats Lake at the mouth of the River.	For every crib of red or white pine.	75
		For every crib of masts or spars....	40
		For every saw log.....	01

WM. H. LEE, C. E. C.

*Public Works.*SLIDES & BOOMS, COULONGE, PETEWAWA, MADAWASKA TOLLS
EXPLAINED.

GOUVERNMENT HOUSE, QUEBEC,

Thursday, 21st day of September, 1865.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

W HEREAS by the Order of His Excellency in Council passed on the 13th July, 1865 establishing the tolls to be levied and collected on Timber passing through or using the works on the Coulonge, Petewawa and Madawaska Rivers, the rate fixed for every crib of red or white pine using the retaining booms and piers in the Chats Lake at the mouth of the River Madawaska has been through error fixed at 75 instead of 25 cents.

His Excellency on the recommendation on the Honorable the Commissioner of Public Works and under and in virtue of the authority conferred by the 28th chapter of the Consolidated Statutes of Canada, has been pleased to Order and it is hereby Ordered, that the rate or toll chargeable on every crib of red or white pine using the retaining booms and piers in the Chats Lake, at the mouth of the River Madawaska, is hereby declared to be, and to have been intended by the said Order to be 25 cents, and that portion of the said Order which establishes the said rate of 75 cents as, aforesaid, be and the same is hereby repealed.

W. A. HIMSWORTH,
Ag. C. E. C.

PROVINCIAL SLIDES. REGULATIONS FOR THE PROTECTION, &c. OF

GOUVERNMENT HOUSE, QUEBEC,

Wednesday, 17th day of May, 1865.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

HIS Excellency on the recommendation of the Honorable the Commissioner of Public Works, and under and by virtue of the authority conferred by the 28th Chapter of the Consolidated Statutes of Canada, has been pleased to order, and it is hereby ordered, that, on, from and after this day, the following Regulations for the management, proper use and protection of the Provincial Slides and for the collection of the Tolls and Dues thereon, shall be and they are hereby enacted, that is to say :

Public Works.

REGULATIONS.

Under the 28th Chapter of the Consolidated Statutes of Canada, to secure the due payment of Slide Dues and for the protection of the Provincial Slides.

Section 1.—The Provincial Slides, Booms and other works connected therewith, shall be under the control and management of the Superintendent of the Works, or, in case there should be no Superintendent, or, in the absence of such an officer, under the control and management of the Slide Master, Deputy Slide Master or other officer duly appointed by the Commissioner of Public Works, and these officers, and no others, shall have the power of regulating the supply of water required for the passage of Timber, of allotting the space for rafting or mooring timber, of determining the quantity of timber that may pass daily through the slide or booms, of collecting the slidage dues, of awarding the amount that may be due by the owner or owners of timber or persons in charge thereof for damages that may have been done to any of the Works, of imposing fines or penalties for any violation of the Slide Regulations, of seizing the timber, and of detaining or selling the same at Public Auction, as hereinafter provided, and of recovering the said dues, penalties or damages, when the owners of timber or persons in charge thereof refuse or neglect to pay the same; And the orders of the said Superintendent of the Works, Slide Master, Deputy Slide Master, or other officer, duly appointed as aforesaid, must in all cases be obeyed by the owners of timber or their employees, who in case of refusal or neglect to obey such orders, shall be subject to the fines or penalties hereinafter imposed, as the case may be.

Section 2.—No raft or parcel of timber shall be permitted to enter any Provincial Slide for the purpose of passing through, without the owner or person in charge of such raft or parcel of timber first giving notice thereof to, and obtaining permission from the Superintendent, Slide Master, Deputy Slide Master, or other officer as the case may be, duly appointed as aforesaid, under a penalty of not less than four dollars and not more than twenty dollars currency.

Slides, &c.,
under control
of Government
Officers—
their
powers.

Persons in
charge of timber
to give
notice before
passing
through any
Slide under a
penalty of
from \$4 to
\$20.

Section 3.—The owner or person in charge of any raft or parcel of timber, previous to entering any of the Provincial Slides, for the purpose of passing such raft or parcel of timber through the same, shall make a full and complete report of such raft or parcel of timber, containing

All rafts,
&c., to be re-
ported before
entering Pro-
vincial Slides
—Penalty
\$20 to \$200.

Public Works.

containing an account of the number of cribs and the description of timber, composing the raft or parcel of timber, the name and designation of the owner or owners and of the supplier or furnisher thereof, together with marks and all other particulars relating thereto, under a penalty of not less than twenty dollars and not more than two hundred dollars, for refusing or neglecting to make such report.

Owners not to allow their timber to accumulate, nor obstruct passage of other timber.

Section 4.—On the arrival of any description of timber at or near any of the Provincial Slides, Booms or Works, the owner thereof or person in charge of the same shall immediately send a sufficient number of men to pass said timber through the said slides, booms or works and shall not allow the timber to accumulate at the head of the said slides, booms or works, or to obstruct the passage of other timber to or from the said slides, booms or works; and if a “jam” of any description of timber takes place in any of the said slides, booms or works or near the same, the owner or person in charge, shall at once remove the “jam” or obstruction, under the direction of the Slide Master or officer acting in that capacity; and, in case the owner or person in charge of said timber should refuse or neglect to remove the same within forty-eight hours, the said Slide Master or officer, or person by him authorised in that behalf shall have the power of removing the same at the proper costs, risks and expenses of the owners thereof, who shall be subject to a penalty of not less than fifty dollars and not more than one hundred dollars for every day during which their timber shall obstruct the passage of other timber, over and above the amount that may be awarded by the Slide Master, or Superintendent of the Work, as well for the expenses of removing the same, as for any damage that may have been done in consequence of such refusal or neglect.

Rafts, &c., to be banded up and placed as directed by Slide Officers—Penalty \$2½ to \$50.

Penalty for refusal or neglect to remove obstructions, \$50 to \$100 per day.

Section 5.—No raft or parcel of timber shall be moored or banded up nearer to the entrance to or the outlet of any of the Provincial Slides, Booms or works than the berths pointed out by the Slide-Master or officer acting in that capacity; and when permission shall be granted to the owners or persons in charge of any raft or parcel of timber to place any pocket boom, raft or timber in or near the said slides, booms or works, the owners or persons in charge of such raft, timber or pocket boom, shall not in any case take any more or other space or place than the berth or berths allotted by the said Slide Master, or other officer in charge of the works, and shall at any time when directed so to do, move the said rafts, timber or pocket booms, from place to place, or remove the same entirely as soon as required

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so to do by the said Slide Master or other officer in charge of the works, under a penalty of not less than twenty dollars and not more than fifty dollars in case of refusal or neglect on the part of the said owners or persons in charge of timber, rafts or pocket booms, to comply with the requirements of this section.

Section 6.—The owner or owners, or person in charge of any raft or parcel of timber shall, before removing the same from any Slide, Boom or public work connected therewith, subscribe and deliver to the said Superintendent, Slide Master, Deputy Slide Master, or other officer, as the case may be, duly appointed as aforesaid, an acknowledgement in duplicate certifying the number and description of cribs or of timber so passed, and shall pay the slide dues, or secure the same to the satisfaction of the Collector of Slide Dues, under a penalty of not less than twenty dollars, and not more than two hundred dollars, and shall further pay double the amount of dues, which would otherwise be payable, on any raft or parcel of timber passing such slide without such acknowledgement.

Acknowledgement to be given of description of timber passing through Provincial Slides under penalty of from \$20 to \$200.

Section 7.—The Collector of Slide Dues, or any person or persons duly authorised by him in that behalf, shall, at all hours during the day, have free access, and full power and permission to enter and remain as long as he or they may see fit, upon any raft or parcel of timber for the purpose of examining the same, and every facility shall be afforded him or them for ascertaining the number of cribs or the number of pieces and description of timber of which the same is composed, and any person obstructing the Collector of Slide Dues, Slide Master, or other persons duly authorized as aforesaid, in the execution of his or their duty, shall incur a penalty of not less than fifty dollars and not more than two hundred dollars.

Officers authorized to examine rafts and persons obstructing them in the execution of their duty incur a penalty of from \$50 to \$200.

Section 8.—The owner as well as the person in charge of any raft or parcel of timber shall be held responsible for any injury or damage done to the Slides, Booms, Piers, or other works connected therewith, by any of the parties in their employment; and it shall and may be lawful for the Slide Master, or officer acting in that behalf, to seize and detain such raft or parcel of timber, until the injury so done shall be repaired, or until security to his satisfaction shall have been given for such amount as shall be awarded on account of such damage; And any and every person interfering with the management or supply of water, or with any of the duties of the said Slide Masters or officers acting in that capacity, without having been duly authorized

Owners responsible for damages done to Slides, &c., and Slides Officers authorized to detain rafts, &c., until the same are satisfied.

by

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Parties interfering with powers of Government Officers, or causing damages, incur a penalty of from \$20 to \$100 for 1st offence, and \$100 to \$200 for every subsequent offence.

by them so to do, and any and every person doing injury or damage, as aforesaid, to any of the Provincial Slides, or to the booms, slides, gates or piers connected therewith, or aiding or assisting in doing such injury or damage, shall for the first offence, incur a penalty of not less than twenty dollars and not more than one hundred dollars over and above payment of the amount which may be awarded for such damages, and, for the second and every subsequent offence shall incur a penalty of not less than one hundred dollars and not more than two hundred dollars, over and above payment of such damage, the amount of which damage shall, in each case, be ascertained and determined by the Slide Master or officer in charge of the slide, boom or work.

Officers authorized to detain rafts, &c., until slide dues, damages or penalties, are paid or secured.

Section 9.—It shall be competent for the Collector of Slide Dues, his Deputy or Deputies, Assistant or Assistants, or persons duly authorized by him, to enter upon, seize, and detain at the risk, costs and charges of the owner or owners thereof, any raft or parcel of timber which shall have been moved away from any of the Provincial Slides, booms or works, without the slides dues therefore, the amount awarded for damages, or the fines or penalties, if any, being first paid or secured to his satisfaction, and any and every person obstructing the Collector of Slide Dues, or other person or persons duly authorized, as aforesaid, in the execution of his or their duty, shall incur a penalty of not less than twenty dollars and not more than two hundred dollars, currency.

Rafts, &c., liable for dues, damages, &c., penalties, &c., can be seized and sold at auction sale.

Section 10.—Rafts, cribs, and all description of timber shall be held liable for the dues, damages and penalties imposed under these Regulations; and the Slide Master, or other duly appointed officer is hereby authorized and required to seize and detain any such raft, crib or parcel of timber, until payment of such dues, damages or penalties, is made, or until the owner or person in charge shall have given satisfactory security for the payment thereof, within thirty days after the same shall have been declared to be incurred or shall have been demanded; and, in default of such payment being made within the said term of thirty days, then, the said Slide Master, or officer, may proceed to sell by public auction any such raft, crib or parcel of timber; But at least two weeks' notice of the day of the intended sale by auction, shall in the mean time have been given, and have been duly inserted in one or more of the public newspapers published at the nearest place from the said Works, and a copy of such notice shall also

Public Works.

also have been placarded during the same time, (two weeks before the intended sale) in a public and conspicuous place at or near the said works where the raft, crib or timber is lying ; and if the costs attendant on such auction sale, as well as all other costs, damages and penalties imposed or awarded cannot be realized from the timber so seized and sold, the same shall be recoverable from the owner of said raft, crib or parcel of timber.

Section 11.—Parties engaged in “ driving ” timber down the Gatineau River shall not deposit on the banks of the main stream or any of its tributaries, any saw logs or square timber, within reach of the spring floods, nor float any timber down the rivers aforesaid until the ice has left the pond near the mouth of the Gatineau, the said pond being a receptacle for lumber and connected with the main Boom on said Gatineau River, by a creek ; and whereas during the season of low water, steamers, barges or other river craft or rafts of square timber or sawed lumber cannot pass through the “ trip ” boom forming the upper portion of the Gatineau Boom in the north channel of the Gatineau river, but have to be passed through the main guide Boom in that river by a more southerly channel, the said boom shall be kept clear of logs or timber, and the owners or persons having any logs or timber obstructing the said boom, during the said season of low water, when steamers, barges or other river craft or rafts of square timber or sawed lumber cannot pass through the trip boom aforesaid, shall be held liable for all damages that may be caused to the owners or persons in charge of steamers or other river craft or rafts of any description of timber on account of detention, or otherwise, by such obstruction, over and above the penalty hereinafter mentioned ; and during the season of high water in the said river, the owners or persons in charge of rafts or timber shall not allow more than fifteen thousand pieces of saw logs or square timber to accumulate or be in the main guide Boom leading to the Canal at the same time ; every violation of these regulations shall subject the owners or persons in charge of such timber to a penalty of not less than Twenty-five dollars and not more than Fifty dollars, for each and every day during which the present regulation shall be violated, over and above the amount that may be awarded by the Superintendent of the Ottawa works, for any damage that may be done to the Booms or Works in consequence of such violation.

No timber to be left on banks of Gatineau River and its tributaries, penalty \$25 to \$50 per day.

Section 12.—In order to prevent an over pressure of timber being brought on the guide boom at the High Falls station, on the Madawaska To Protect works on the Madawaska

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river, penalty
for violation
\$50 to \$100.

waska River, the Deputy Slide Master at that station shall determine the quantity of timber that shall be allowed to pass the chain Rapids boom, each day, and the owners or persons in charge of timber shall send a sufficient number of men to the High Falls Guide Boom for the purpose of keeping it clear and preventing an accumulation of timber at that place ; and every violation of this Regulation by such owners or persons in charge of timber, shall subject them to a penalty of not less than Fifty dollars and not more than one hundred dollars, over and above the amount that may be awarded by the Superintendent of the Ottawa Works for any damage that may be done to the works in consequence of such violation.

Interference
with duties of
Slide Master
at Arnprior
Station, on
the Madawas-
kariver—Pe-
nalty \$100 to
\$200.

Section 13.—Any interference on the part of owners or persons in charge of timber, with the Works between Springtown and the mouth of the Madawaska River (including the retaining boom near McCrea's house, at Springtown, and the retaining boom in the Chats Lake) which are both under the control and management of the acting Deputy Slide Master at Arnprior station, or any interference with the duties of that officer, as already provided, shall subject the owners or parties so interfering without being thereto duly authorized, to a penalty of not less than one hundred dollars and not more than two hundred dollars, over and above the amount that may be awarded by the Superintendent of Ottawa Works in consequence of any damage that may arise from such interference or violation of this Regulation.

Section 14.—The present Regulations shall come into force and effect from this day, and all Regulations for the protection of the Provincial Slides, heretofore made, shall be and the same are hereby declared to be repealed, except in so far as regards any schedule of Tolls or Slidage dues, which may be annexed to any such previous Regulation or Regulations, and excepting also the Regulations of the eighth day of June, of the year one thousand eight hundred and sixty (copy whereof is hereunto annexed,) which shall continue to be in force and to be binding on all parties, as if these presents had not been made.

WM. H. LEE,
C. E. C.

Public Works.

SLIDE, BLACK RIVER.—TARIFF OF TOLLS.

RATES OF TOLL TO BE LEVIED AND COLLECTED ON ALL TIMBER DESCENDING THE GOVERNMENT SLIDES AT BLACK RIVER.

FOR every parcel or quantity of Timber, equal to a Crib of Masts or Spars, one dollar and fifty cents.

For every such parcel or quantity (equal to a crib) of Square Timber, one dollar.

For every Saw Log, Two Cents.

I hereby certify that the above Rates of Toll have been established by Order in Council of the 13th day of May 1867.

W. A. HIMSWORTH,
Ag. C. E. C.

RIDEAU CANAL. REGULATION RELATIVE TO FIRE WOOD LANDED AT BASIN, OTTAWA.

ADDITIONAL CANAL REGULATIONS.

NOTICE is hereby given, that in accordance with the 28th Chap. Con. Stats. of Canada, His Excellency the Governor General in Council has been pleased to approve of the following additional regulations to ensure the proper using, management and protection of the Canals of the Dominion of Canada.

By Command,

WM. H. LEE,
C. P. C.

Privy Council Office,
Ottawa, 14th October, 1867.

Regulations in pursuance of the 28th Chap. Con. Stat. of Canada, for landing fire-wood on the line of the Rideau Canal, in the city of Ottawa, and in addition to the regulations for the management and protection of the Provincial Canals, which were authorized by the Governor in Council 20th May, 1857, Sections 14 and following, and were made applicable to the Rideau Canal, under the Order of His Excellency in Council of the 2nd of June, 1860.

1st. No fire-wood to be landed on the easterly side of the Basin from Sappers Bridge to the line of Little Sussex street.

Public Works.

2nd. Fire-wood may be landed between the line of Little Sussex street and the By-wash or waste weir, but must be removed within twenty-four hours after having been placed there; a fine of three cents per cord will be charged for every day the wood remains on the wharf after due notice has been given.

3rd. Fire-wood may be landed and piled around the Basin on Government Land within forty feet of the water, leaving a roadway of at least fifteen feet between every four piles of fire-wood, which roadway must be as near as practicable at right angles to the margin of the Canal, this wood must also be removed within twenty-four hours after the owner or person in charge has been notified to that effect and in default a fine of three cents per cord will be levied upon it for every day it remains, thereafter.

4th. Two cents per cord will be charged as wharfage or ground rent upon fire-wood placed on any part of the Government Canal Reserve.

5th. No fire-wood may be landed without a permit having been first obtained from the Lock Master or Collector, and the let-pass must be given up to this Officer before the wood is unloaded, under a penalty of forty dollars.

COAL PASSING CANALS UPWARDS, EXCEPT WELLAND
CANAL, FREE.

GOVERNMENT HOUSE, OTTAWA.

Monday, 7th day of June, 1869.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

WHEREAS it has been represented to His Excellency in Council that it is advisable and expedient that no Tolls should be levied or collected on Coal passing upwards through the St. Lawrence, Chambly, St. Ours, Burlington Bay or Ottawa Canals, or St. Ann's Lock, or either of them ;

And whereas by the 58th section of the Act 3i Vic. Cap. 12, intituled : "An Act respecting the Public Works of Canada," it is in effect enacted, that the Governor may, by Order in Council, impose and authorize the collection of dues or tolls on Canals and other public works vested in Her Majesty, and from time to time, in like manner, may alter or change such dues or tolls, and may declare the exemptions therefrom.—

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His Excellency on the recommendation of the Honorable the Minister of Customs and under the authority aforesaid, has been pleased to order, and it is hereby ordered, that from and after this day, Coal passing upwards through the public works of this Dominion, known as the St. Lawrence Canal, the Chambly Canal, the St. Ours Canal, the Burlington Bay Canal, the Ottawa Canals or St. Ann's Lock or the several subdivisions or sections of the same respectively, shall be, and is hereby declared to be exempt from the payment of Canal Tolls.

And it is further ordered that the Order in Council of the 24th day of May, 1869, be and the same is hereby cancelled.

Certified,

WM. H. LEE,
Clerk Privy Council

WELLAND CANAL. WAY RATE OF TOLL BETWEEN DUNNVILLE
AND THOROLD.

GOVERNMENT HOUSE, OTTAWA.

Tuesday, 19th day of April, 1870.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Honorable the Minister of Inland Revenue and under the provision of the 58th. Section of the Act 31 Vic. Cap. 12, intituled : " An respecting the Public Works of Canada."

His Excellency has been pleased to order, and it is hereby ordered, that a way rate of toll be established on the Welland Canal, between Dunnville and Thorold, and that such rate shall be and is hereby fixed at five eighths of the through rate, or twelve and a half cents per ton.

WM. H. LEE,
Clerk Privy Council.

Public Works.

PIERS BELOW QUEBEC TARIFF OF TOLLS.

GOVERNMENT HOUSE, OTTAWA.

Saturday, 14th day May 1870.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Honorable the Minister of Public Works, and under and in virtue of the authority given by the 58th Section of the Act 31st Vic. Cap. 12, intituled : " An Act respecting the Public Works of Canada, " His Excellency has been pleased to Order, and it is hereby Ordered, that the Tolls and Dues specified in the Tariff hereunto annexed, and forming part of this Order, shall be, and they are hereby imposed and authorized to be levied and collected on each of the following Public Piers erected on the shores of the River St. Lawrence below Quebec, that is to say :

At Rimouski.
 At Rivière du Loup.
 At Rivière Ouelle.
 At Malbaie.
 At Eboulements.
 At L'Islet.
 At Berthier.

And it is further Ordered that the Tariff of Tolls on the said Public Piers adopted by Order in Council of the 4th day of February, 1870, be and the same is hereby cancelled.

WM. H. LEE,
 Clerk Privy Council.

Tariff of Tolls to be levied and collected on each of the following Public Piers erected on the Shores of the River St. Lawrence below Quebec, to wit :
 At Rimouski, Rivière du Loup, Rivière Ouelle, Malbaie, Eboulements, L'Islet and Berthier :

On every Steamboat of 175 tons burthen, or less, that shall touch at a	
Pier with passengers.....	\$ 3 00
On every Steamboat for the whole season.....	30 00
On every Steamboat over 175 tons, touching at a Pier.....	6 00
On every Steamboat for the whole season.....	60 00
On every Steam Tug touching at a Pier, at each Pier.....	1 00

Public Works.

On every Steam Tug (Taking a License for touching at all or any of the Piers) for the whole season	10 00
On every Schooner or Vessel under 100 tons, each voyage.....	25
On every Schooner or Vessel over 100 tons, each voyage.....	50
On every Cord of Wood of whatever sort, Bark, Lath, &c., if loaded the first day	5
Do do if left piled on the wharf for every day so left.....	2½
On every single Sheep or Hog not belonging to any load.....	1
On every Horse, Mare, Colt, Foal, Mule, Ass, Bull, Ox, or Cow.....	2½
On every Cart or Vehicle on two wheels, drawn by one horse and loaded or not loaded.....	5
On every four wheeled Vehicle, whether drawn by one or by two horses, and whether loaded or not loaded.....	10
On every passenger not paying any of the tolls above mentioned.....	2

ROAD, HUNTINGDON AND ST FRANCIS. TARIFF OF TOLLS

GOVERNMENT HOUSE, OTTAWA,

Tuesday, 9th day of August, 1870.

PRESENT :

THIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Honorable the Minister of Public Works, and under the authority given by the 58th Sec. of the Act 31 Vict. Chap. 12, intituled : " An Act respecting the Public Works of Canada." His Excellency has been pleased to Order, and it is hereby Ordered, that on from and after the 15th day of September next, the following rates of toll shall be and they are hereby imposed, and authorized to be levied and collected in and upon the Public Work known as the " Huntingdon and St. Francis Road, " that is to say :—

	Summer rate.	Winter rate.
For any Vehicle drawn by two or more horses or cattle, passing over road once	20 cents.	15 cents.
For the same going and returning the same day.....	30 cents.	23 cents.
For any Vehicle drawn by one horse or other beast of burden, passing over the same road once.....	12½ cents.	10 cents.
For the same going and returning the same day.....	20 cents.	15 cents.
For each sheep or head of swine.....	2 cents.	1 cents.
For every horse or cow or other head of horned cattle.....	5 cents.	3 cents.

Public Works.

EXCEPTIONS.—To be allowed to pass free of charge.

Horses and Vehicles belonging to Officers in Her Majesty's Service, when on duty.

Horses and vehicles employed exclusively in carrying Her Majesty's Mails.

Funeral Corteges.

Horses and vehicles conveying persons to and from Church on Sundays and Holidays.

WM. H. LEE,
Clerk Privy Council, Canada.

TRENT SLIDES.—TARIFF OF TOLLS.

GOVERNMENT HOUSE, OTTAWA.

Saturday, 15th April, 1871.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

OThe recommendation of the Honorable the Minister of Public Works, and under and in virtue of the 58th Section of the Act 31 Vic. Cap. 12, intituled : " An Act respecting the Public Works of Canada," His Excellency in Council has been pleased to order, and it is hereby Ordered that the Order in Council of the 8th day of December 1866, fixing the rates of toll to be levied on Saw logs and Square timber passing down the Slides on the River Trent be and the same is hereby cancelled—and it is hereby further ordered, under the authority aforesaid, that henceforth the following rates of toll shall be and they are hereby imposed and authorized to be levied and collected on Saw logs, Square timber, &c., passing down the Slides on the said River Trent, that is to say :—

On each Saw Log. (whether rafted or in Single Sticks,) for passing through the Slides at Healy Falls and Middle Falls, one half cent per log ; and for passing through the Slides at Ranney Falls and Chisholm Rapids, one quarter of a cent per Log.

On each Stick of square Timber, (whether rafted or in Single Sticks), one cent per Stick for passing through each of the Slides.

On every Railway Tie, Bolt, Barrel Heading, and Stave of nine feet in length one quarter of a cent for passing through each of the Slides.

On every Telegraph Pole, one eighth of a cent for passing through each of the Slides.

WM. H. LEE,
Clerk Privy Council,
Canada.

Public Works.

TRENT SLIDES.—TARIFF OF TOLLS, EXPLAINED.

GOVERNMENT HOUSE, OTTAWA.

Tuesday, 9th day of May 1871.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

On the recommendation of the Honorable the Minister of Public Works, and under and in virtue of the 58th Section of the Act 31st, Vic. Cap. 12 intituled "An Act respecting the Public Works of Canada," His Excellency has been pleased to order, and it is hereby ordered, that, with a view to remove any doubts that may arise as to the true meaning and intent of the order in Council of the 15th day of April last, revising and altering the tolls to be collected on saw logs passing through the Trent River Slides, the first clause of the Tariff thereby established—specifying the tolls to be levied and collected upon saw logs—shall be and the same is hereby cancelled, and that the following shall be substituted for the clause so cancelled, and shall be held to form part of the said order in Council, that is to say :—

On each saw-log (whether rafted or in single sticks for passing through the slides at Healy Falls, one half cent per log. Middle Falls, one-half cent per log Ranney Falls, one-quarter cent per log. Chisholm Rapids, one quarter cent per log.

WM. H. LEE,
Clerk Privy Council,

PORT DOVER HARBOR.—TARIFF OF TOLLS.

GOVERNMENT HOUSE OTTAWA.

Tuesday, 21st day of May, 1872.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

On the recommendation of the Honorable the Minister of Public Works and under the provisions of the 58th Section of the Act 31st Victoria, Chapter 12, His Excellency has been pleased to order, and it is hereby ordered that from and after the date hereof, the Tolls specified in the Shedule hereunto annexed shall be and they are hereby imposed and authorized to be levied and collected on the several articles therein mentioned entering the Port of Dover in the Province of Ontario in lieu of the Tolls heretofore established for the said Port.

W. H. LEE,
Clerk Privy Council.

Public Works.

SCHEDULE.

DESCRIPTION OF ARTICLE.	QUANTITY OR WEIGHT...	RATE.
<i>1. Groceries and Provisions.</i>		
Flour.....	Per Barrel.	2
Pork and Beef.....	" "	5
Brandy, Gin, Rum, Shrub, Peppermint and Vinegar.....	" "	6 $\frac{3}{4}$
Wine.....	" "	10
do.....	" Pipe.	23 $\frac{1}{8}$
Butter and Lard.....	" Barrel.	5
do do.....	" Keg or Firkin.	2 $\frac{1}{2}$
Chesse.....	" Cwt.	2 $\frac{1}{2}$
Bees Wax and Tallow.....	" "	2 $\frac{1}{2}$
Beer and Cider.....	" Barrel.	5
Apples, Fresh and Dried Fruits, Nuts and Rice.....	" "	2
Oil.....	" "	6 $\frac{3}{4}$
Fish salt or fresh.....	" "	5
do dried.....	" Cwt.	2 $\frac{1}{2}$
Hams and Bacon, sugar.....	" "	2
Tobacco.....	" "	3 $\frac{1}{2}$
do Manufactured.....	" "	5
Biscuit and Crackers.....	" Barrel.	5
Oysters.....	" "	5
Onions, Seeds.....	" Bushel.	10
Bran, Ship Stuff.....	" Ton.	30
<i>2. Agricultural Produce.</i>		
Wheat, Indian Corn, Barley, Oats, Potatoes, Peas and Vegetables of all kinds.....	Per Bushel.	1
Raw Cotton and Wool.....	" Ton.	30
Hay.....	" "	20
Hemp and Rags.....	" "	20
Sheep, Hogs, Calves and Colts.....	Each.	2 $\frac{1}{2}$
Horses, Horned Cattle, Asses.....	" "	6 $\frac{3}{4}$
Flax Seed and all Seeds in Barrels.....	Per Bushel.	5
<i>3. Iron, Mineral Ores, &c.</i>		
Salt.....	Per Ton.	15
Sea Coal.....	" "	33 $\frac{1}{2}$
Gypsum not ground, in bulk.....	" "	25
do ground.....	" "	10
Ground Gypsum and Cement in Barrels.....	" Barrel	1 $\frac{1}{2}$
Pot and Pot Ashes.....	" "	5
Pitch, Tar, Varnish, Turpentine.....	" Ton.	5
Brick, Sand, Lime, Clay, Manure.....	" "	10
Grind Stones, Cut Stones, Mill Stones, Iron Ore.....	" "	16 $\frac{1}{2}$
Pig and Wrought Iron.....	" "	15
Scrap Iron, Broken Castings.....	" "	25
Iron Castings.....	" "	33 $\frac{1}{2}$
Mineral Coal American.....	" "	20
Charcoal, Copperas and Manganese.....	" "	50
Pig Lead and Bar Lead.....	" "	33 $\frac{1}{2}$
Lead Manufactured.....	" "	50
Stones Unwrought.....	" Cord.	10
Firewood.....	" "	8
Tan Bark.....	" "	8
Stone Ware and Earthenware.....	" Ton.....	30

Public Works.

SCHEDULE.—Continued.

DESCRIPTION OF ARTICLES.	QUANTITY OR WEIGHT.	RATE.
<i>4. Fur, Peltry, Skins, &c.</i>		
Raw hides, the skins of domestic and wild animals.....	Per Gwt.	1
Furs.....	"	2½
Dressed Hides and Skin.....	"	5½
<i>5. Furniture.</i>		
Furniture and Baggage.....	Per Ton.	30
Carts, Waggon, Ploughs, Mechanics Tools, Farming Implements.	"	30
<i>6. Lumber, &c.</i>		
Square Timber 12+12 inches and upwards, in Boats, Vessels or Rafts.....	Per 1,000 cubic feet.	75
Square Timber under 12+12 inches round or flatted Timber, in Boats, Vessels or Rafts.....	Per 1,000 lineal feet.	60
Small round Bulding Timber, floats, Traverses in Rafts or Boats	"	50
Boards, plank, scantling and sawed Timber.....	Per 1,050 feet in measure.	15
Pipe Staves and headings.....	Per mille.	1 00
Weest India Staves and headings.....	"	50
Headings.....	"	25
Shingles.....	"	05
Saw Logs.....	Each.	2½
Cedar Posts.....	Per Cord.	25
Posts and Rail for Fencing.....	"	20
Empty Barrels.....	Each.	1½
<i>7. Articles not Enumerated.</i>		
On all articles of Merchandise not enumerated in the foregoing list.	Per Ton.	30
Firkins, small Casks and Packages.....	Each.	1½
Passengers Adults.....		Free.
do Children.....		"

The Tolls to be payable on each Steamboat or Vessel entering the Harbor.		Weekly.	Semi-weekly.	Daily.
On Steamboats and Vessels under 50 tons burden.	each.....	50	50	25
do do from 50 to 75 tons burden, "	.....	1 00	75	50
do do 75 to 100 " "	.....	1 50	1 00	50
do do " 100 to 150 " "	.....	2 00	1 00	50
do do " 150 to 200 " "	.....	2 00	1 00	50
do do " 200 to 250 " "	.....	2 00	1 00	50
do upwards of 250 " "	.....	2 00	1 00	50
Scows, Boats, Lighters, &c, for freight chiefly.....		50	50	25
Vessels driven into the Harbor by stress of weather.....		Free.		

Public Works.

SLIDE, RIVER DU MOINE.—TARIFF OF TOLLS.

GOVERNMENT HOUSE, OTTAWA.

Tuesday, 21st day of May 1872.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Honorable the Minister of Public Works, and under the provisions of the 58 Sec. of the Act 31 Vic. Cap. 12 intituled : " An Act respecting the Public Works of Canada."

His Excellency has been pleased to order, and it is hereby ordered that the following rate of toll be, and the same is hereby imposed and authorized to be levied and collected on Timber passing through the Government Slide on the River Dumoine, that is to say :

On Red and White Pine Timber fifteen cents per piece.

W. H. LEE,
Clerk Privy Council.

ST. PETERS CANAL.—TARIFF OF TOLLS.

GOVERNMENT HOUSE OTTAWA,

Monday, 7th day of April, 1873.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Honorable the Minister of Public Works, and under the authority given by the 58th section of the Act 31st Victoria, Chapter 12, intituled : " An Act respecting " the Public Works of Canada " His Excellency in Council has been pleased to order, and it is hereby ordered, that the Tariff of Tolls for the St. Peters Canal established by Order in Council of the 16th of June, 1871, be and the same is hereby cancelled, and that the following rate be, and the same is hereby substituted in lieu thereof, that is to say :

On each and every Vessel passing through the said Canal two cents per ton on the Vessel, and one cent per ton on the freight, each way.

W. A. HIMSWORTH,
Clerk, Privy Council.

Public Works.

CANALS &c.—TARIFF OF TOLLS.

GOVERNMENT HOUSE, OTTAWA,

Friday, 18th April, 1873.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Hon. the Minister of Public Works, and under the authority given by the 58th Section of the Act 31st Victoria, Chapter 12, intituled : " An Act respecting the Public Works of Canada, " His Excellency in Council, has been pleased to order. And it is hereby ordered. that the rates of Tolls mentioned in the following amended Schedule be, and the same are hereby, authorized and directed to be levied and collected on goods passing the Canals and other Public Works mentioned in the said Schedule.

W. A. HIMSWORTH,
Clerk of the Privy Council.

Public Works.

TARIFF of Tolls to be levied on Vessels and Cargoes passing through the Dominion Canals, 1873.

The Rates of Tolls are divided into Five Classes as under, and are per ton, unless otherwise specified.	Welland Canal, each way.	St. Lawrence Canal, each way.	Chambly Canal & St. Ours Lock, each way.	Lake Erie to Montreal, each way.	Burlington Bay Canal, each way.	Ottawa & Rideau Canal, each way.	St. Ann's Lock, each way.	Ottawa to St. John.
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
CLASS No. 1.								
Vessels, Steam .....per Ton.	2½	1½	1½	4	2	3	1½	2½
Sail and other....."	2½	1½	1½	4	1	3	1½	2½
CLASS No. 2.								
Passengers, 21 years of age and upwards.....each.	10	10	5	20		10	1½	10½
Passengers, Under 21 years of age.. "	5	5	2	10		5	¾	.....
CLASS No. 3.								
Corn	20	15	10	35	Free under Order in Council of 1st April, 1873.	10	3	20
Coal								
Flour								
Iron—Railway.....								
" Pig.....								
" All other.....								
Plaster (Gypsum).....								
Salt.....								
Saltmeats or Fish in barrels or otherwise.....								
Agricultural Products (Vegetable) not enumerated.....								
Agricultural Products (Animal) not enumerated								
Stone (for cutting).....	40	20	10	60		35	5	30
Wheat.....								
CLASS. No. 4.								
All other articles, not enumerated.....	40	20	10	60		35	5	30

Public Works.

TARIFF of Tolls to be levied on Vessels and Cargoes passing through the Dominion Canals, 1873.—*Continued.*

The Rates of Tolls are divided into Five Classes as under, and are per ton, unless otherwise specified.	Welland Canal, each way.	St. Lawrence Ca- nal, each way.	Chambly Canal & St. Ours Lock, each way,	Lake Erie to Mon- treal, each way.	Burlington Bay Canal, each way	Ottawa & Rideau Canal, each way.	St. Ann's Lock, each way.	Ottawa to St. John.
CLASS No. 5.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
Bark	20	15	10	35		10	3	19½
Barrels (empty) .....each.	2	2	2	4		2	1	04
Boat Knees..... "	5	2	2	7		2	1	04
Floats, per 1,000 lineal feet.....	1.40	1.40	1.20	2.80		1.40	15	2.05
Freewood, per Cord.....In Vessels.	20	20	10	40		20	3	23
do do In Rafts.	25	25	15	50		25	3	30½
Hoops	25	20	15	45		20	5	30
Masts and Spars, Telegraph Poles, per Ton, of 40 cubic feet.....In Vessels.	15	5	5	20		10	5	13¾
do do do do In Rafts.	20	10	10	30		20	25	42½
Railway Ties .....In Vessels.	1	1½	1½	1½		1	¾	01¾
do In Rafts.	2	1	1	3		2	1	02¾
Sawed Stuff, Boards, Plank, Scantling, and Sawed Timber, per M. feet, Board Measure.....In Vessels	30	15	10	45		15	3	20
do do do do In Rafts.	60	30	20	90		25	3	36½
Square Timber, per M. cub. ft. In Vessels.	3.00	1.00	1.00	4.00		75	25	1.68¾
do do do do In Rafts.	4.50	2.00	2.00	6.50		1.50	25	3.12½
Waggon Stuff, Woodenware, and wood partly manufactured, per Ton, of 40 cubic feet.....	40	40	20	80		40	10	55
Shingles, per M.....	6	6	4	12		6	1	08
Split Posts and Fence Rails, per M. In Ves.	40	40	20	80		30	5	42½
do do do do In Rafts.	80	80	40	1.00		50	5	77½
Saw Logs, each Standard Log.....	8	8	5	16		8	5	14
Staves and Headings (Barrels).....(at 2¼ tons per M.)	40	20	15	60		20	5	30
do do (pipe) at 8 " "	1.50	1.00	1.00	2.50		1.00	25	1.75
do do (W.India) (4 " "	75	60	25	1.35		60	10	65
do do Salt Barrel), Sawn or Cut	8	4	3	12		4	1	06
Traverses, per 100 pieces.....	50	50	40	1.00		50	3	68
Hop poles, per 1,000 do	2.00	2.00	1.50	4.00		2.00	15	2.65
SPECIAL CLASS.								
Stone unwrought, corded and not suit- able for cutting, per cord.....	75	60	37½	1.35		37½	15	15

NOTE Coal to pass up all the Canals, except the Welland Canal, free of Toll, as per Order in Council, June 7th, 1869.
 " Iron Ore, Kryolite, or Chemicals, through one section or all the Canals, per ton, 5 cents.
 " Iron and Salt having paid full Toll through the whole line of the St. Lawrence Canals, or through the Lachine Canal, St. Ann's Lock, Ottawa and Rideau Canals, shall be allowed to pass free through the Welland Canal; and if Tolls shall have been paid at the Chambly Canal, such Toll shall be refunded at Montreal, or Kingston Mills, upon the Iron or Salt leaving the Canal.
 " Wheat, Flour, Corn, Barley, Peas, Oats and Petroleum, having paid full Tolls through the Welland Canal, shall be allowed to pass free through the St. Lawrence Canals, or through the Ottawa and Rideau Canals, St. Ann's Lock, the Lachine Canal and the Chambly Canal, provided always that the articles to be entitled to the exemption shall go downward through and in the length of the Canal to Montreal, or pass upward from Montreal through the whole length of the Ottawa and Rideau Canals to La Corne or La Grande.
 " All articles, goods or merchandise not enumerated above to be charged to Class No. 4.
 " No Let Passes to be issued to steam tugs or other small vessels for less than 25 cents as a minimum charge, but such vessels at carrying freight or passengers can obtain on payment of \$30, a Season "Let Pass," which will pass them up and down the Canal as often as desired.

Public Works.

CANAL AND HARBOUR REGULATIONS.

NOTICE is hereby given, that in accordance with the Act 31 Vic. ch. 12, s. 65 and 66. HIS EXCELLENCY THE GOVERNOR GENERAL, in Council has this day been pleased to approve of the following Regulations to ensure the proper using, management and protection of the Canals of the Dominion of Canada, and the Harbors under the control of the Federal Government, in lieu of the Regulations authorised by previous Orders in Council.

W. A. HIMSWORTH,
C. P. C.

Privy Council Office,
Ottawa, 31st May, 1873.

REGULATIONS

For the management and protection of the canals of the Dominion of Canada, and the Harbors under the control of the Federal government authorized by the GOVERNOR GENERAL in Council in pursuance of the Act 31st Vict. chap. 12.

Section, 1.—The Master or person in charge of any Vessel, Steamboat, Boat or Raft, navigating any of the Canals, shall, immediately upon or before entering any of these Canals, obtain a clearance for such Vessel, Boat or Raft as aforesaid, at the first or nearest collector's office, which clearance shall be exhibited at the first Lock after departing from the Collector's Office, to the Lock Master, Superintendent or any Officer duly appointed, and the same shall be exhibited at any other Lock, whenever, and as often as shall be required by any such officers, and in default thereof, the Lock-Master shall not permit such Vessel, Boat or Raft to pass through the Lock, and the owner or master in charge thereof, shall be subject to a fine not exceeding twenty dollars currency ; and any Superintendent, Collector, Wharfinger, Lock-Master or other Officer duly appointed shall have the right at any time to board any Vessel, Boat or Scow when they see necessary, in order to check or verify any Pass or Manifest of such Vessel, Boat or Scow, and any Master or Person in charge of any such Vessel, Boat or Scow who shall obstruct and prevent any Officer in such discharge of his duty, shall be subject to a penalty not less than Forty Dollars.

Section 2. Every Vessel or Boat navigating any of the Canals, shall be correctly and distinctly marked and gauged in feet and inches at the bow amidships and stern, showing the exact draft of water drawn by each portion of the vessel or boat neither of which will be allowed to enter the Welland Canal drawing more than ten feet water or any of St. Lawrence Canals drawing more than nine feet in any part or portion of the said vessel or boat and the master or person in charge

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charge of the same who shall proceed into either of the said Welland or St. Lawrence Canals in violation of this regulation shall be subject to a fine not exceeding one hundred dollars, and detention until this fine is paid and the vessel properly lightened. They shall also be supplied with a Horn Bell, or steam whistle, which it shall be the duty of the person in charge to sound or cause to be sounded at least one quarter of a mile or fifteen minutes before entering any Lock, or passing any Swing-bridge, under penalty of not less than two dollars and not exceeding twenty dollars.

Section 3. Every Vessel or Boat navigating any of the Canals, or any navigable Channel between any of the Canals, whether under way or at anchor, or passing through any Lock, or lying moored in any Canal, shall, during the night, shew a conspicuous Light at the Bow and Stern; a Light shall also be exhibited at each end of every Raft passing through or lying in any navigable Channel or Canal at night, and the Person in charge of any such Vessel, Boat or Raft, who shall neglect to cause such Lights to be shewn, or the Owner of any such Vessel, Boat or Raft, shall incur a penalty of not less than four dollars and not exceeding forty dollars.

Section 4. No Steam-vessel shall be permitted to pass any of the Canals, or in or out of the Harbors, at either end of the Welland Canal, which shall not have fixed at the top of each of her chimneys or smoke-pipes, a wire-screen, through which the smoke from the fires of the said Steam vessel is to pass, with Meshes or interstices not more than one quarter of an inch in width, the Screen to be so placed as to be perfectly visible when closed, and any Lock-Keeper who shall permit the passage of any Steam-vessel or Craft propelled by Steam, without such Wire-screen closed on each of the chimneys or smoke-pipes shall be subject to a fine of twenty dollars for each offence; and every master or Person in charge of any such Steam-vessel or other Craft propelled by Steam, who shall proceed with a Vessel under his charge into or in any part of the said Canal, or harbors, such Vessel to enter the said Canals, or harbors or to proceed through any portion thereof, without such Wire-screen closed over each of the chimneys of the Vessel or Craft, shall be subject to a like fine of twenty dollars for each offence, and for all damages ensuing therefrom as estimated by the Canal Superintendent.

Section 5. It shall be the duty of every Master or Person in charge of any Steam-boat or other Vessel, or of any Raft, on approaching any Lock or Bridge, to ascertain for themselves by careful observation, whether the Lock or Bridge is prepared and ready to receive them, or allow them to pass through, and to be careful to stop the speed of any such Steam-boat or other Vessel or Raft in sufficient time to avoid a collision with the Lock or its Gates, or the Bridges, or other works of the Canal or harbors, and should such take place, the Owner, Owners

or

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or Master of such Steam boat, other Vessel or Raft, shall be subject to such fine as the Superintendent may impose, not exceeding eighty dollars and also be held liable for any damage to the Lock, Bridges or other works of the Canal, that may ensue from such collision ; such damage to be estimated, by the Superintendent of the Canal, and at once paid over to the Collector, Paymaster or person appointed to receive it.

Section 6. The Owners, Master or Person in charge of any Vessel, Boat or Raft as aforesaid, shall, when required to do so by the Superintendent of the Canal, Wharfinger or other officer duly authorized on that behalf, promptly and with all diligence, move such Vessel, Boat or Raft as aforesaid, to any place where the Superintendent or other Officer shall direct, as it may appear to him to be necessary for the purpose of repairing a breach, or for preserving the free and uninterrupted navigation of the Canal, or Harbor, or for the maintenance of order and regularity at the Locks, Wharves and Landing Places, or elsewhere, under a penalty not exceeding forty dollars.

Section 7. No person shall open or shut any of the Gates or Sluices of any of Locks or Waste Wiers, or draw down the level by any means whatever, for the supply of machinery, or for any other object, or shall in any manner interfere with any of the Locks, Bridges, Waste Wiers or other works of the Canal, unless by consent, and under the direction of the Officer or Person in charge of the same, and any person committing a breach of this regulation, or interfering with or obstructing the Superintendent, Lock Master, or other person employed under them, in the execution or performance of his or their duties, shall incur a penalty not exceeding forty dollars for each and every offence.

Section 8. All Sailing or other Vessels navigating any Canal or harbor, shall have their Yards topped or braced up, so as not to extend athwart Ships further than the side of the Vessel ; their Booms Bowsprits and Jibbooms and all outriggers, rigged in or topped up, and their Anchors secured so as to avoid doing damage to any of the Lock-Gates, Piers, Bridges or other works, or Vessels, under a penalty against the Owner, Master or person in charge, not exceeding forty dollars currency, for any and every neglect of this regulation.

Section 9. No Master or Person in charge of any Vessel, Boat or Raft, navigating any Canal or Harbor shall cast anchor in the same, or in the channel leading thereto, nor fasten, nor moor any such Vessel, Boat or Raft whilst in the Canal Harbor or Channel leading thereto, nor discharge any part of their cargo, or take in any lading or wood without the express permission of the Superintendent, Wharfinger, Harbor Master, or Lock Master, under a penalty of not less than four dollars, nor exceeding forty dollars, Currency, for each and every offence.

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Section 10. No person shall build or repair Vessels, Boats, or Barges on any Canal ground, unless with the permission of and at such places as the Superintendent may point out, under a penalty of not less than four dollars nor more than eighty dollars currency, and the Master of any Vessel or person whatsoever, who shall boil or heat tar pitch, turpentine, rosin or grease, for graving or paying Vessel, or for any other purposes on any Canal Ground, except with the permission of, and at such places as the Superintendent may point out, shall incur a like penalty of not less than four dollars nor exceeding twenty dollars currency.

Section 11. Any person or persons who shall throw into the Harbor or Canal, or any Lock, Feeder, Basin or Waste-Wier connected therewith, or into the channel, or within two hundred yards of the entrance thereof, any carcas or dead animal or putrid substance of any kind, or stones, ballast, timbers, brush or other rubbish, or in any manner obstruct any Canal or Harbour or channel thereto, shall incur a penalty of not less than two dollars and not exceeding two hundred dollars Currency.

Section 12. No Pike Poles or other instrument shod with Iron, shall be used in or about the Locks or in the Canals, under a penalty of four dollars, against the persons offending.

Section 13. No person or persons shall pile wood, or place timber, logs, stones or other materials upon the towing-path, bermbank or any other bank of any Canal or Basin, or upon any Canal Ground, or Harbor without the permission in writing of the Superintendent and no person shall roll or draw from or into any of the Canals, Harbors or over the side of any Lock or Aqueduct, or over the side of any Embankment any log, timber or other material, and every violation of this regulation shall subject every person so offending to a penalty not exceeding forty dollars.

Section 14. Timber, Cordwood, Staves, Saw-Logs and Spars shall not be allowed to pass into or through any of the Canals in raft, without permission from the Superintendent, and every person offending against this regulation shall be subject to a fine of twenty dollars currency. In case rafts be admitted into the Canal with the permission of the Superintendent, they shall be governed by the following regulations :

Section 15. No Raft or Tow of Tember passing through the Welland Canal, shall exceed 25 feet, or through the other Canals of the Dominion, except those hereunder mentioned, 12 feet in width. Between Allanburg and Lake Erie, they shall not exceed 560 feet in length, nor half that length between Allanburg and Lake Ontario. On the St. Lawrence Canals the width of the Rafts shall not exceed 25 feet, and the length 720 feet. On the Chambly Canal the width shall not exceed 23 feet, and the length 400 feet.

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No such Raft or Tow of Timber shall approach any other Raft or Tow of Timber, nearer than one-eighth part of a mile, unless for the purpose of passing, or be moored nearer than one-eighth part of a mile to any other Raft or Tow of Timber which shall be first moored.

No Traverse in any Crib of Timber shall extend within one inch of the outer edge of the outside piece of such Crib of Timber.

Every separate Raft or Tow of Timber shall be provided with a clearance, and shall lie over on the off side when passing any Vessel in the Canal.

No Raft shall be allowed to lie unmoored in any Canal, or shall be moored or allowed to lie in any manner across the Channel to obstruct the navigation; and further, every Raft or Tow of Timber shall be conducted through the Canal without any unnecessary delay, at such time only, and with such number of Men and Horses, and under such further regulations as shall be appointed by the Superintendent of the Canal.

Every Raft or Tow of Timber of the full length hereinbefore mentioned, when passing through the Canal, shall have at least three men in charge thereof, and shall be towed by two or more Horses. Every shorter Raft shall have at least, two Men, and one or more Horses.

In all cases of Vessels, Boats or Scows loaded with Lumber, it must be so stowed as not to project beyond the gunwale of the Vessel, Boat or Scow.

And every violation of any of the provisions of this Section shall subject the Owner, Person or Persons in charge of such Tow or Raft, or last mentioned Vessel, Boat or Scow, to a penalty of not less than ten dollars, and not exceeding forty dollars,

Section 16. Should any Vessel, Boat, Scow, Raft, piece of Timber or other matter be left abandoned in any Canal or Basin, Harbor, Stream or Channel leading to or from the same, or in connection therewith, or in or near the entrance thereof floating or sunken, or in any measure incommoding or likely, in the opinion of the Superintendent, to incommode the navigation, or interfere with the improvements or works of the Canal, or Harbor, or should any articles be found upon the bank of the Canal or Harbor, not under the charge of any person, the owner thereof shall be subject to a fine of not less than four dollars, nor exceeding eighty dollars; which fine shall be held against the property so found, and the Superintendent of the Canal or Harbor Master may seize and remove any such unclaimed or abandoned property and may afterwards sell the same at Public Auction, on giving two weeks written or printed notice, at two public places nearest the place where such property may be found, and shall pay the proceeds of the

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the sale into the hands of the nearest Collector of Tolls or of the Paymaster or person appointed to receive it; or the Superintendent or Harbor Master may cause such property to be removed, levying the cost attendant thereon, as well as the fine so imposed, upon the owner or person claiming such property. Provided also that upon suspicion that the Captain or Master intends to abandon such wreck, &c., the Canal Superintendent or Harbor Master is hereby authorized to seize the same, as well as all the contents of said vessel, and to deal with the same as hereinbefore provided in case of sunken or abandoned property. And provided also, that before removing any Vessel, Boat, Scow or Raft wrecked or sunken, or any part thereof, or the contents thereof, in the Canal of Harbor, or any property left on the bank of any Canal or Harbor connected therewith, the person or persons claiming such Vessel, Boat, Scow or Raft, or any portion thereof, or the contents thereof, or such property, shall give security for the payment of all costs and expenses that may be incurred by or for the removal of such wrecked or abandoned property or any part thereof; such security to be approved of by the Superintendent of the Canal or Harbor Master, unless such person or persons have obtained leave from that officer to remove the same.

Section 17. If the Owner or Owners of any property so seized, shall appear and claim the same before the time of sale, and pay the fine, the cost of seizure and expense of removal, no sale shall take place.

Section 18. All Owners of Mills, or those in charge of them, shall stop or shut down their Gates, when directed by the Superintendent, or person in charge of that part of the Canal on which they are situated, and not at any time draw down the Level below high-water mark, under a penalty of twenty dollars.

Section 19. When several Boats or Vessels are lying by, or in waiting to enter any Lock, or to enter any Canal, they shall lie in single Tier, and at a distance of not less than 300 feet from such Lock or entrance, under a penalty of not less than four dollars or more than twenty dollars; and all Boats shall advance to pass a Lock in the order in which they lie in such Tier, except in the case of first class passenger and market Steamers, to which priority of passage over all other vessels, will at all times be given on all the Canals and Locks in the Dominion,—(except the Welland Canal for which provision is made hereafter)—second class Steamers and propellers carrying freight and passengers which will have priority over those of the third class which will consist first, of Steamers and propellers carrying freight only, second, Tug Steamers, third Barges and sailing Vessels of all kinds. Provided also that priority of passage in the Welland Canal will at all times be given over all others to steamers freighted with goods or produce, in being passed through the entrance Lock at ports Dalhousie, Colborne and Maitland and the locks at Allanburgh; and that further priority will at all times be given to steamers freighted with passengers and goods or produce, in being passed through locks

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locks Nos. 2 and 25, and the Guard gates at Thorold. Any violation of the provisions of this section shall subject the offending party to a penalty of not less than four dollars or more than forty dollars.

Section 20. All Vessels and Boats approaching a Lock, while any other Vessel, going in the contrary direction, is in or about to enter the same, shall be stopped and made fast to the Posts placed for that purpose on the off-side from the Track-way, and remain there until the Vessel, going through the Lock, shall have passed, under a penalty, for every such offence, of not less than four dollars nor more than twenty dollars.

Section 21. In all cases of Vessels or Boats meeting in any of the Canals, the Vessels descending the Canal shall keep the Two Path, the ascending Vessels passing to the off-side ; and when any Vessel, navigating any Canal, shall overtake another Vessel which shall not be moving at the same rate of speed, the Vessel so overtaken shall bring up and lie to on the off-side, at the first convenient place, in order to allow the faster Vessel to pass by, under a penalty of not less than two dollars nor more than twenty dollars for every offence against this section.

Section 22. No Vessel or Boat shall be permitted to pass through any Canal in a less time, or at greater speed, than that fixed by the Superintendent, or other Officer in charge thereof, (the particulars of which may be ascertained at the first Lock on entering such Canal,) under a penalty, for every such offence of not less than twenty dollars currency ; and subject further to be detained at the last Lock, until the time limited for passing such Canal shall have expired. (See form of Notice.)

Section 23. The corners of all Boats or Scows built with square heads, shall be rounded off to a radius of not less than three feet. All such Boats or Scows shall also have their Owner's names or Numbers prominently painted on the sides or stern, and they shall also be provided with two iron stakes with rings, to which to make fast when not moored to snubbing posts ; and in the case of Boats or Scows taking in gravel, clay or stones, it shall be only at such places on the Canal as the Superintendent shall permit, and they must have such guards or trip-boards on the sides, to prevent such materials falling into the Canal, as the Superintendent may require, under a penalty not exceeding forty dollars.

Section 24. Every Vessel, Boat or Barge navigating any Canal shall have its rudder so constructed as not to catch or cut the tow-rope of any other Vessel, Boat or Barge, under a penalty not exceeding twenty dollars currency, to be incurred by the Owner, Master or person in charge.

Section 25. Every Vessel, Boat and Raft as aforesaid, shall be conducted into through and out of every Lock in a careful manner, so as to do no injury to such
Lock

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Lock, and for every neglect of this regulation, the Owner or Master shall pay a fine of not exceeding twenty dollars in addition to the cost of repairing any injury that may be done to the Lock, or its Gates or other works of the Canals of this Dominion or Harbors of the Welland Canal.

Section 26.—Every Vessel, Boat or Craft navigating the Canals, shall be provided with at least two good and sufficient hawsers or check-ropes, one at the bow and one at the quarter, which on passing or entering any Lock are to be made fast to the snubbing posts on the bank of the Canal and Lock, and each rope to be attended by one of the boats crew, to check the speed of the Vessel while entering the Lock, and to prevent it striking against the Gates or other parts of the Lock, and to keep it from moving about in the Lock while the Lock is being filled or emptied, and the Master or Owner of any Vessel or Boat, who shall neglect to comply with this regulation, shall be liable to a fine not exceeding forty dollars, and the Vessel or boat shall not be permitted to pass if in the opinion of the Superintendent or other Officer duly appointed, the lines are considered insufficient.

Section 27. Whenever any Vessel, Boat or other Craft shall be passing through any Lock or Bridge, the Master or person in charge shall furnish two at least of his boats crew to assist in working the Lock or Bridge, to pass his own Vessel through it, and the refusal or neglect of such Master or person in charge so to do, shall subject the said Master or person in charge to a fine of not less than two dollars nor more than forty dollars

Section 28.—It shall be the duty of the Wharfinger, or Harbor Master, or if there be no Warfinger present, of the Superintendent, Collector or Lock tender (whenever in his opinion it shall be necessary), to assign berths for all Vessels, Boats or Rafts when loading, unloading or stopping at any Basin, Harbor, or Landing-place, or approach, in, or to any Canal; and any Master, Owner or person having charge of any Vessels, Boat or Raft, who shall refuse or neglect promptly to comply with such directions as shall be given by the Wharfinger, Harbor Master, Superintendent, Collector or Lock-tender, or any person who shall forcibly remove, or attempt to remove any Vessel, Boat or Raft, from the berth assigned to it by the said Officer, without his permission, shall be subject to a fine not exceeding twenty dollars.

Section 29. All Vessels, Boats and Rafts as aforesaid, shall be held liable for any injury or damage they may do to any Lock, Bridges, boats, or machinery used in making repairs or in executing works upon any Canal or Harbor, or to any building adjoining any Canal or Harbor, whether the same arise from the fault, neglect or mismanagement of the master or person in charge, or from his inattention to the Canal regulations, or from accident, and every penalty which may

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may be duly imposed, under these regulations, by any Collector of Tolls, Harbor Master or Superintendent of Canal, and declared in these regulations as against the Owner, Master, Navigator or person in charge of any Vessel, Boat or Raft as aforesaid, whether the same be for non payment of Tolls, or for any fine duly imposed, or for any sum demanded by the Superintendent, Engineer or person in charge of any Canal, as compensation for any injury done, shall be chargeable upon such Vessel, Boat or Raft as aforesaid ; and the Superintendent of the Canal is authorized and required to seize and detain any such Raft, Vessel or Boat as aforesaid, with her Cargo and Appurtenances, at the risk of the Owner or Owners, until payment of such Tolls, Penalty or Compensation as aforesaid, and in default of such payment thereof, then the Superintendent or person in charge of the Canal, may proceed to sell, by Public Auction, any such Vessel, Boat or Raft, after having first given two weeks' notice of the day of such intended sale, such notice to be inserted in one or more of the Public Newspapers, published in or near the place where such Seizure was made, at least two clear weeks prior to the day of Sale.

Section 30. Any Vessel or Boat that shall incur any fine, or do any injury upon any one of the Canals or Harbors, may be stopped and detained upon any other of the Canals or Harbors until the fine or compensation for injury done shall be paid, or until security be given for the payment thereof, in the manner above mentioned.

Section 31. No Overseer or Foreman or other person employed to take charge of any work on the Canals, shall, without written permission from the Department of Public works, or the Chief Officer having the supervision of the canal furnish any Teams, Boats, Carriages, Materials or other things for the use of the Public or of any Canal ; or employ or contract for the same when owned by any member of his family, or by any Foreman or Lock-Master, or employ any member of his family on the Canal, or employ any Teams, Carriages, Boats, Materials or other thing belonging to the Public, for any private use or purpose. And no Officer on the Canals, or person holding any appointment under the Department of Public Works, shall either directly or indirectly be interested in any contract for labour, materials, or other things connected with the Canals, and shall not either directly or indirectly, derive any benefit from the Annual Expenditure on the Canals, beyond his established compensation, or shall he be in any way interested in boarding any Lock-tender, Foreman or Laborer on the Canal, or sell any articles or property of any kind whatsoever.

Section 32. No Lock-tender or other Officers on the Canals shall keep, or in any way be interested in any Inn, Tavern or grocery, nor sell, or be interested in the sale of any Articles or Property whatsoever, to any person navigating or travelling on the Canals, nor shall they be directly or indirectly concerned in the sale of Fuel, or in the hiring of horses for towage.

Public Works.

Section 33. These Regulations shall also extend and apply to the several Canals and Public Works hereinafter mentioned for their management, proper use and protection that is to say : The Rideau Canal, including the Rideau River and the Lakes through which the Navigation passes, the Navigation between Lachine and Ottawa City, including the Carillon, Chûte à Blondeau and Grenville Canals and the Feeder from the North River ; the navigation from Scugog Lake to the Buckhorn Dam, including Scugog Lake and River, the Lock and Dam at Lindsay, Sturgeon Lake, Bobcaygeon Canal, Lock and Dam, Pigeon and Mud Lakes and the Dam at Buckhorn.

And His Excellency is further pleased to order that the following Regulations, in addition to the Regulations above mentioned, shall, for the further management, use and protection of the same, apply to the Canal and Lock at Bobcaygeon aforesaid :

1. That no Scow, Barge, or other Vessel, shall be allowed to take on or deliver freight, while in either the Lock or Canal, under a penalty of five dollars for each offence ; except that passenger Steamers may have the privilege of taking in fuel, landing or taking in freight, when in the Canal ; provided that no longer time is occupied in so doing than one half hour, and no detention is caused thereby to any other Vessel.

2. That in cases of two Vessels approaching from opposite directions, about the same time, the one ascending shall stop, or tie up opposite a fixed point (to be designated by the Lockmaster,) and there remain until the other shall have passed through, under a penalty of five dollars for each offence against this Rule.

3. That in cases where logs are taken down to Saw Mill in operation on the North Side of the Lock, the rafts of which they form a part, must be separated in the bay above the entrance ; and no more than two logs abreast of each other shall be sent down or allowed to accumulate in any part of the Canal at one time, neither shall there be in the whole Canal at any one time, more logs than the basin built for their reception can accommodate—but especially that no “ floats,” “ traverses,” or “ withs,” shall be allowed to enter the Canal, whether separated or connected with the logs intended for the Saw Mill ; and further that any bark, slabs, edgings or other obstructions found in the Lock or approaches to it, known to have emanated from the Mill or the handling of the logs for it, shall be removed at the Mill owners expense, who shall, in addition, be fined the sum of five dollars for each time such occurrence takes place.

Section 34. No raft or tow of timber shall be allowed to be moored along the line of the Welland, or Lachine Canals, unless it be placed under the immediate charge of one or more men, (according to the quantity of timber it may contain,) under

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under a penalty of not less than ten dollars and not exceeding forty dollars and the Superintendent is hereby authorized to place in charge of such raft or tow of timber, one or more men, as may seem to him necessary, and may seize and detain such raft or tow of timber until the expense incurred thereby as well as the fine be paid.

MARINE AND FISHERIES.

STEAMBOAT INSPECTORS.—INSTRUCTIONS FOR THE GUIDANCE OF

—³₂—

Extract from a Report of a Committee of the Honorable the Executive Council, approved 21st July 1857, containing instructions for the guidance of Steamboat Inspectors.

INSPECTORS should see that every Steamboat owner and Captain of the vessel receives a copy of the Acts regulating Inspections.

He should at once inspect the vessel and notify the Captain or person in charge, in writing, of the defects under the acts, and that these defects must be immediately supplied and report the same to the Governor in Council.

When an Inspector is of opinion that a Boat is *unsafe*, he should *immediately* notify the owner or Captain thereof and warn him to cease using or running his vessel ; and report forthwith the vessel and her condition and the reasons why she is in his opinion unsafe, to the Governor in Council, by a letter addressed to the Secretary of the Province.

The Inspector should ascertain whether or not each vessel inspected, has been registered with any Collector of Customs and from his certificate ascertain and report her tonnage ; and when such vessel has not been registered, the Inspector is to give notice thereof to the Collector of Customs for the Port from which the vessel ordinarily sails or to which she is treated as belonging in order that she may be measured and her tonnage ascertained.

I have the honor to be, Sir,

Your obdt. serv.,

E. PARENT,
Ass't. Sec'y.

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STEAMBOAT INSPECTORS.—REGULATIONS ADOPTED BY.

RESOLUTIONS adopted by the Board of Steamboat Inspection at a meeting held at Montreal 2nd September 1857, approved by order in Council 18th September following.

2nd Resolution. That a certificate of Inspection exhibited by masters or owners of vessels shall be sufficient to prevent renewed or repeated inspection.

3rd. That steamboat chimneys, composed of single sheet iron, shall be enclosed in a sheet iron casing extending eighteen inches above wood work, with a clear space between the chimney and casing of three inches, and that the space between the woodwork and casing should in no case be less than 6 inches and the woodwork covered with bright tin.

4th. That a uniform lock and key be provided for the Lockup Safety valve ; that masters or the owners of steamer be required to provide such lock and keys at the expense of the vessel.

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B Y - L A W S

PASSED BY THE

HARBOUR COMMISSIONERS OF MONTREAL,

At a Meeting duly held at the City of Montreal, on the Twenty-first day of April, one thousand eight hundred and fifty-nine.

BOARD REGULATIONS OF THE CORPORATION.

Article 1.—A Chairman shall be elected by the Commissioners from among themselves, annually, on the first Monday in January, or at the earliest convenient period thereafter; and shall hold office till the first Monday in the then ensuing January, or till the election of his successor.

Article 2.—The Chairman shall preside at all Meetings of the Board, and shall have authority to maintain order and regularity; but in his absence one of the Commissioners shall be chosen by vote to perform his duties; and during such absence shall have all the powers hereby conferred upon the Chairman.

Article 3.—All Debentures to be issued by the Commissioners, shall be signed by any three of them; all checks shall be signed by one Commissioner at least; and all deeds and other documents whatsoever, shall be executed by the Chairman; and no debentures, checks, deeds or other documents shall be binding on the Corporation, unless signed and executed in conformity with this By-law; and then only, provided they are countersigned or endorsed by the Secretary.

Article 4.—Any three Commissioners shall be a quorum for the despatch of business.

Article 5.—The Corporation shall have no dealings of any kind with any of its members; nor shall any member thereof be concerned directly or indirectly in any contract that may hereafter be entered into, appertaining to any works carried on by the Commissioners; but all such transactions shall hereafter be conducted by and through the Secretary, with the approval of the Board.

Article 6.—No person or persons shall, by act, word or deed, interfere with, obstruct or impede the Harbour Master, or any person or persons

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persons acting under his orders or supervision, or any officer, person or persons appointed by or acting under the orders of the Harbour Commissioners, while in the execution of his or their duties respectively; or shall aid, abet, encourage, prompt or order any other person or persons so to do.

ARRIVAL OF VESSELS.

Article 7.—The Master or person in charge of every vessel arriving in the harbour, shall, without delay, and before he shall break bulk, make and deliver at the Wharfinger's Office, a true and correct report in writing, signed and certified by him, of the arrival of such vessel, of her cargo, of the value thereof, of her tonnage, and of her draft of water; and shall pay all dues in respect of such vessel and of her cargo, to the Wharfinger; and shall also then pay all arrears of dues, and all penalties then due to the said Corporation in respect of such vessel, or of her cargo, on any previous voyage thereof.

Vessels to report at the Wharfinger's Office on arrival.

Article 8.—The Harbour Master shall, according to his discretion, assign to each vessel arriving in the said harbour, the berth it shall occupy; giving precedence however, when practicable, to a vessel with cargo, over a vessel in ballast, or taking in cargo; and shall have power to change such berth from time to time as he may see fit; and such assignment of a berth may be made by a verbal notice to the Master or person in charge of such vessel; and either on each trip of such vessel, or for the whole business season. And no vessel shall take up or occupy any berth in the said harbour, unless such berth shall have been assigned to her by the Harbour Master; provided always that the Harbour Master do assign a berth to such vessel within twenty-four hours after her arrival in the said harbour.

Harbour Master shall place vessels and assign berths.

Article 9.—The colors of every vessel arriving in the said harbour shall be kept flying until the report mentioned in the foregoing laws, shall have been made and delivered, as therein provided: and until the Harbour Master shall have allotted a berth to such vessel.

Colors to be shown until vessel is reported and berthed.

Article 10.—During the prevalence of any epidemic, or when there shall be cause to apprehend the spread of any infectious or contagious disease, the Harbour Master shall have power to designate and set apart some certain anchorage, wharf, or place, for every steamer or other vessel arriving in the said harbour, having on board more than twenty passengers; where such steamer or vessel shall remain, until such sanitary precautions shall have been used, as shall be appointed in that behalf by a resolution of the Harbour Commissioners; and upon the delivery

Anchorage, or berths for vessels with sickness on board.

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delivery of a verbal notice of the appointment of such anchorage, wharf, or place, with a copy of such resolution, to the Master or person in charge of such steamer or vessel, either before, or immediately upon its arrival in the said harbour, such steamer or vessel shall forthwith proceed to such anchorage, wharf, or place, and there remain until the terms of such resolution shall have been fully complied with.

Watergauge, name, and tonnage to be shown on every vessel. *Article 11.*—Every vessel entering the said harbour shall have a water gauge marked conspicuously and accurately on her stem and stern; and her name painted on the stern, bow, or quarter, so as to be easily discerned from the wharf; and the tonnage of each river craft entering the said harbour shall be cut into the face of the foreside of the beam, forming the after part of the main hatch, in figures not less than four inches in length, in such a manner as to be visible from the deck.

Conditions under which vessels with Gunpowder may sail through the harbour. *Article 12.*—No vessel having more than twenty-five pounds weight of gunpowder on board, shall sail through the said harbour, unless such gunpowder be under deck, or carefully and completely covered with oil cloth, tarpauling or other suitable covering; and no such vessel shall come to anchor, or remain in the said harbour higher up the St. Lawrence than that part of said harbour where the wharf, known as Gilbert's Wharf, formerly stood; and it shall be in the power of the Harbour Commissioners, by a resolution to be passed for that purpose, to prevent such vessel coming to anchor or remaining higher up than any other point below such wharf; which point shall be designated in such resolution.

Steamers to reduce their speed in the harbour. *Article 13.*—No steam vessel while within the said harbour above the Victoria pier, shall move at a rate exceeding half her usual speed.

VESSELS LYING IN THE HARBOUR.

All vessels in the harbour, are subject to the Harbour Master's orders. *Article 14.*—All vessels in the said harbour shall be under the control of the Harbour Master, so far as regards their position, mooring, fastening, removal and the extent of accommodation Masters or persons in charge thereof may require from each other; and no person on board or in charge of any vessel in the said harbour, shall disregard or disobey the orders of the Harbour Master in such respects. And in the event of such refusal or disregard of the orders of the Harbour Master to remove any vessel, it shall be lawful for such Harbour Master to cast off or cut away the hawsers or other fastenings of such vessel,

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vessel, or to cut away any ring or post to which such hawsers or other fastenings may be attached ; and in such event, in addition to the penalty hereinafter provided for, the Master or person in charge of such vessel shall be bound to pay to the said Harbour Commissioners, the damage (if any) caused to the wharf or wharves, by the cutting away of such ring or post.

Article 15.—In the event of the resistance of any person Harbour Master may remove any vessel resisting his authority. or persons on board of any vessel to the orders of the Harbour Master to remove the same, under the powers conferred upon him by the last preceding section whether such resistance be active or passive, it shall be lawful for the Harbour Master to take possession of such vessel, and to remove the same ; and he shall have the power of employing a sufficient number of men for that purpose at the expense of the Master, owner, or person in charge of such vessel, to aid him in enforcing such removal ; and shall have the right to moor, anchor, or make fast, such vessel at such other place as he shall see fit.

Article 16.—No raft, crib, raft bottom, or floating timber, shall be or remain attached or secured to any wharf, or to any part of the beach, in said harbour, without the express permission of the Harbour Master : Rafts, cribs, floating timber, &c., under express control of Harbour Master. and irrespective of the penalty hereafter provided for, the Harbour Master shall have the power without any notice to any person whomsoever, to cut adrift any raft, crib, raft bottom, timber, which shall be so attached or secured without his permission ; and such raft, crib, raft bottom, or timber so cut adrift shall thereafter continue to be and remain at the proper risk of the owners thereof respectively. And no raft, crib, raft bottom, or timber, shall, under any circumstances whatever, occupy a berth in said harbour above the Victoria Pier, or be anchored in the stream within the limits of the said harbour.

Article 17.—No vessel shall anchor within the limits of said harbour in such a place or position as to prevent a free and unobstructed passage for all other vessels to and fro in the said harbour ; and to Vessels shall not anchor so as to impede passage, and from the Lachine Canal, or any wharf in the said harbour.

Article 18.—No hawser or rope shall be run or fastened across any part of the harbour, excepting for the express purpose of hauling a vessel in, or out immediately, or for the purpose of hauling a vessel off the ground ; in which case the hawser or rope shall be slackened in order to give a free and uninterrupted passage to any other vessel that may require to pass. Hawsers and ropes, how they must be fastened,

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Vessels not to have an anchor out, unless to haul out or in.

Fastenings of vessels, how same must be made fast.

Article 19.—Vessels lying at any wharf, or within a tier, within the limits of the harbour, shall not have an anchor out, except for the purpose of immediately hauling in or out.

Article 20.—The shore fastenings of every vessel within the harbour, shall be attached to the rings placed on the outer edges of the wharves, or to mooring posts, and shall not in any manner cross or traverse the said wharves, or be attached to any lamp post or to any matter or thing on the wharves other than those specially provided for that purpose.

Passage allowed over decks of vessels lying in a tier.

Article 21.—*revoked by By-Law of 11th July 1861.*

Article 22.—When two or more vessels are lying at the same wharf, one outside of another, a free and unincumbered passage over the decks of those nearest the wharf, shall be allowed to those lying outside of them, as well for loading or unloading such outside vessel or vessels, as for the purpose of ordinary communication with the shore; provided such outside vessels have gangways of their own, extending to the wharf over the decks of the vessels nearest thereto.

Fastenings of vessels not to be cast off without notice.

Article 23.—No Master or other person in charge or on board, of any vessel within the said harbour, to which any other vessel shall be made fast by any rope, hawser, or chain, shall cut or cast off such rope, hawser or chain; or cause or permit the same to be cut or cast off, without giving ample and distinct notice of the intention so to do, to the Master or person in charge of the vessel so made fast.

Steamers to have gangways, and lights at night on gangways.

Article 24.—Every steam vessel, at any of the wharves in the said harbour, or at any landing place within the limits of the same, shall provide a good and sufficient gangway from such steam vessel to such wharf or landing place; with ridge ropes on both sides, supported by wooden or iron stancheons, not less than three feet high, for the use of persons going and coming from on board such steam vessel: and on dark nights a light provided by such vessel, shall be placed on every such vessel near such gangway, so that such gangway may be seen clearly from the wharf, and from on board such vessel.

Steamers to have wire caps on their chimnies.

Article 25.—All steam vessels, except those using coal for generating steam, shall, while within the limits of the said harbour, have wire caps fitted over their chimnies so as to prevent sparks issuing therefrom; the interstices of which caps shall not be more than one quarter of an inch square.

Article 26.—Any vessel aground within the said harbour shall shew three bright white lights over that side or end of such vessel, nearest which other vessels must approach in passing her.

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VESSELS LOADING AND UNLOADING.

Article 27.—Rafts or cribs loaded with boards, planks, firewood, or other lumber, shall not be permitted to remain in the berths assigned to them, unless the unloading of the cargo thereof be commenced immediately, and diligently and continuously proceeded with, and, when unloading firewood alongside of any wharf, at the rate of not less than twenty-five cords per day

Unloading of
firewood,
rafts and
cribs.

Article 28.—Vessels arriving in the harbour with cargo shall be allowed for unloading as follows :

Working
days for loa-
ding and
unloading.

Two working days for fifty tons of cargo, or less than fifty tons. Three working days for over fifty tons of cargo and not exceeding one hundred tons. One working day additional for every fifty tons of cargo exceeding one hundred tons.

And for loading :—

One working day for fifty tons, or under.

Two working days, for over fifty tons and under one hundred tons.

One working day additional for every fifty tons of cargo exceeding one hundred tons : provided always that vessels that shall be discharged, or loaded, in a shorter time, or that shall have ceased discharging or loading from any cause, shall not be entitled to retain their berths, should the Harbour Master see fit to order them to remove ; and provided also that on application to that effect the Harbour Master shall have the power, if he sees fit, to extend such time for a further period to be named by him.

Article 29.—Vessels loading or unloading, whether on the wharves, or into lighters, or into any other kinds of vessels, shall have a good light stage or spout, in order to prevent any portion of their cargo from falling into the water.

Vessels un-
loading, must
provide good
stages.

Article 30.—Boards, planks, oars, staves, firewood, and all lumber, whatsoever, and all ballast, rubbish, refuse matter, cinders, or ashes, or other things not forming part of the cargo of any vessel, landed on any wharf in the said harbour, or on the beach thereof, shall be conveyed away as fast as landed, by the master or person in charge of the vessel from on board of which such substances shall have been landed ; and a like penalty to that hereinafter provided, for the breach of the foregoing portion of this By-law, shall be incurred for every period of twenty-four hours during which such effects, or lumber, ballast, rubbish

All articles
not forming
part of a car-
go, and
boards,
planks, fire-
wood, bal-
last, &c., to be
conveyed
away as soon
as landed.

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bish, refuse matter, cinders ashes, in other substances, shall continue to remain on such wharf or beach as the case may be, after being landed thereon.

Time allowed
for goods to
remain on the
wharves.

Article 31.—No goods or cargo of any kind (other than of those kinds mentioned in the last foregoing By-law) landed from any vessel; and no goods or cargo, and no ballast, placed upon any vessel, shall be allowed to remain upon such wharf or beach, for a longer period than twenty-four hours, after being landed or placed there; and a like penalty to that hereinafter provided, for the breach of the foregoing portion of this By-law, shall be incurred for every period of twenty-four hours, during which such goods, cargo or ballast, shall continue to remain upon such wharf or beach, as the case may be, after the expiration of the period of twenty-four hours hereinbefore allowed for their removal; provided always that the water casks belonging to any vessel may be placed upon the wharf at such place, and for such time, as may be fixed by the Harbour Master; but at the expiration of such time shall be held to be within the provisions of the last foregoing By-law.

Vessels' water
casks under
orders of
the Harbour

Master.
How good
must be placed
on the
wharves.

Article 32.—No goods shall be so placed on any wharf in said harbour, or on the beach thereof, as to obstruct the thoroughfare thereon, under the penalty hereinafter provided for the breach of any By-law, and if so placed shall be removed forthwith by the owner or person in charge thereof, upon the orders of the Harbour Master to that effect, under a further like penalty. And no goods whatever shall be placed upon any wharf, nearer to the edge thereof than eight feet therefrom; and no cattle or live animals shall be allowed to remain on any wharf or beach for a longer period than three hours, and then only under the control and management of competent drivers, and persons in charge thereof.

Time allowed
for cattle on
the wharves.

Harbour
Master may
remove articles
remaining on the
wharves in
contravention
of the
By-laws.

Article 33.—In the event of the breach of either of the last three foregoing By-laws, or of any part of either of them, it shall be lawful for the Harbour Master to remove, or cause to be removed, any boards, planks, oars, staves, firewood, lumber, ballast, rubbish, cinders, ashes, or refuse matter, or other thing, not forming part of the cargo of any vessel or any goods or cargo which shall remain on the wharf or on the beach of said harbour, longer than it or they are permitted to do by the said last three foregoing By-laws, or by any of them; and such removal shall be so made at the cost and charges of the owner or consignee of such effects, or of the Master or person in charge of the vessel from which they shall have been landed, at the option of the Harbour

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Harbour Commissioners ; and such costs and charges and any further or other reasonable costs and charges, in respect thereof, and of the custody and safe keeping thereof, and all penalties incurred in respect thereof shall be a lien upon such effects ; which shall not be delivered up by the Harbour Commissioners to any person whomsoever, until all such costs, charges and penalties be paid. And notwithstanding such removal, such effects shall continue to be at the risk of the owners thereof, and if the costs and charges thereon, and all penalties due in respect thereof be not paid, and such effects taken away by the owners thereof, or their representatives, within thirty days after such removal ; such effects may be sold by public auction, for the benefit of whom it may concern, and the Harbour Commissioners shall only be accountable in respect of such effects for the nett proceeds of such sale, less all such costs, charges, and penalties.

Article 34.—No gunpowder shall be landed or shipped in the said Gunpowder, harbour above the part of said harbour where the wharf formerly ^{where to be} stood, which was known as Gilbert's Wharf. And it shall be in the ^{landed or} shipped. power of the Harbour Commissioners, by a resolution to be passed for that purpose, to prevent any gunpowder from being landed or shipped higher up than any other point below such wharf : which point shall be designated in such resolution.

Article 35.—No gunpowder shall be landed until there be on wharf, Gunpowder, a suitable vehicle in readiness there, to convey it away ; and in such ^{in what man-} case, no greater quantity shall be landed, than shall be sufficient to ^{ner it may be} landed. load such vehicle once until such quantity so landed, shall be taken away in such vehicle.

Article 36.—No gunpowder shall be brought to, or placed upon Gunpowder, any wharf for shipment, until the vessel in which it is to be shipped ^{in what man-} shall be ready to receive it immediately on board ; and only one cart ^{ner it may be} shipped. load thereof shall be brought to such wharf at one time ; and no second cart load shall be brought to such wharf, or placed thereon, until the last-provious cart load, shall have been placed on board of such vessel.

Article 37.—No gunpowder shall be conveyed to or from any vessel, Gunpowder, in an open boat, unless it be completely covered with tarpauling or ^{conveyed in} other suitable covering : and no person on board of such boat shall ^{open boats.} smoke, nor shall any fire be used therein, for any purpose whatever.

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MISCELLANEOUS PROVISIONS.

Hatchways of vessels to be covered with hatches or gratings. *Article 38.*—The Master, or person in charge, of any vessel, lying alongside of any of the Wharves, or adjoining to any other vessel, shall cause her hatchways to be securely and completely covered with hatches or gratings, immediately after the work of loading or unloading, as the case may be, shall have been finished for the day; and shall cause the same to remain so covered until the time when the work shall recommence in the morning.

Fires on board vessels when and where to be kept. ** Article 39.*—No fires shall be used, or suffered to remain alight, on board of any vessel in the said harbour, except in close cambooses of iron or other metal, or of brick or stone, when made on deck, or in stoves of similar materials when under deck; and when made on deck, such fires shall not be lighted before sun-rise, and shall be extinguished at sun-set: provided always, that fires necessary for generating steam, may at any time be made on board of any steam vessel, with a competent person as a watch on board.

Lights allowed on board vessels, when and how. ** Article 40.*—No light shall be allowed after the hour of ten of the clock, P. M., on board of any vessel lying in the said harbour, except only in the cabin thereof, and then only under the constant supervision of some person in attendance; but this By-law shall not be held to apply to vessels arriving or departing, or loading or unloading, after the said hour.

Boiling of pitch, tar, grease, &c. &c. *Article 41.*—No person whatsoever shall boil or heat tar, pitch, turpentine, rosin or grease, or cause the same to be boiled or heated, for grading or breaming vessels, or for any other purpose, in any vessel, or on any part of the wharves, beaches, or jetties, in the said harbour, except in such places as the Harbour Master may point out; and in every case, a proper person shall be placed in charge of the pot or kettle in which the same may be boiling or heating, provided with a shovel, and a sufficient cover, for instantly extinguishing any fire arising from the ignition of such tar, pitch, turpentine, rosin, or grease; and for extinguishing completely the original fire, when the purpose for which it was kindled shall be accomplished; and no vessel shall be graded or breamed within the limits of the said harbour, without the permission of the Harbour Master.

** Amended by By-law of 11th July 1861.*

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Article 42.—No person shall make or dress any masts or spars, or do any carpenter's work, on any of the wharves, beaches or jetties in the said harbour, except with the express permission of the Harbour Master previously obtained, and at such place as he shall have designated for the purpose.

No carpenter's work on the wharves without permission.

Article 43.—No ballast, coals, ashes, cinders, hay or straw, or matter or thing whatsoever, shall be thrown from any vessel whatsoever, or by any person whomsoever, into the water in the said harbour, and no placards or bills shall be stuck on any of the walls within the Harbour limits, or any disfigurement whatsoever, caused thereto.

No substance whatever, to be thrown into the water in the harbour, and walls not to be disfigured.

Article 44.—No person or persons shall place, pile, or deposit, any stones, dirt, rubbish, snow, ice, or other matter or things whatsoever upon the revetment wall, or upon any of the wharves or jetties in the said harbour, or upon any part of the beach thereof, or upon the roads or open spaces therein, or upon the ice thereon in winter, except in the latter case, in such place as may be designated for that purpose by the Harbour Master, or the Harbour Engineer; and for every twenty-four hours during which the same shall remain upon such wharf, jetty, beach, road, open space or ice, a further penalty shall be incurred by such person or persons, to the same amount, as that to which he or they are subjected, for the breach of the first portion of this By-law.

No rubbish whatever to be placed on the wharves, or roads or beach; but may be placed by permission on the ice.

Article 45.—No person or persons shall cut ice, or make any hole in the ice, or make any road thereon, or occupy the same in any manner, within the limits of the said harbour, except at such place or place, therein, as shall be allotted and designated by the Harbour Master or the Harbour Engineer, for those purposes respectively; and no person or persons shall convey away, destroy, injure, or deface, any pickets or other marks, placed on the ice, for the purpose of indicating the limits within which such road or roads may be made, or ice cut; or within which any rubbish, snow, or ice, may be deposited; or shall destroy, injure, deface, or carry away, any pickets, or other marks, placed on the ice by the Harbour Engineer, in the performance of his duty.

Regulations for cutting ice, and making roads on ice. Penalty for injuring pickets or other marks.

* *Article 47.*—If any floating light, light house, buoy, beacon, or other mark, placed or to be placed in any part of the said harbour, or within its limits, shall be removed, carried away, destroyed, or injured, by any vessel, or raft, or by any person or persons, whomsoever; the same shall be replaced or repaired, as the case may be, by the Master, owner,

Light-houses, buoys, or other marks, not to be interfered with.

or

* Art. 46, revoked by By-law of 11th July 1861.

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or person in charge of such vessel, or raft, or by such person or persons, forthwith, and within forty-eight hours from such removal, destruction, or injury ; failing which, such Master, owner, or person in charge, person or persons, shall incur the penalty hereinafter fixed for the breach of any of these By-laws ; and shall also be bound to pay to the said Harbour Commissioners, the expense of such replacement or reparation, as shall be necessary in the premises.

DEPARTURE OF VESSELS.

Vessels must report outward cargo and pay dues, before leaving the harbour.

Article 48.—No vessel shall leave the harbour until the Master or person in charge thereof, shall have made and delivered at the Wharfinger's Office, a full and correct report in writing, signed and certified by him, of her outward cargo, with the description thereof in detail, and its value ; and also of her draft of water ; and until all dues on such vessel, and on her cargo, and all penalties incurred thereby, or by the Master or person in charge thereof, and all costs and charges with which such vessel or the Master or person in charge thereof shall be chargeable towards the Harbour Commissioners, shall have been fully paid.

Vehicles on the wharves not to move quicker than a walk, and shall take the ramp nearest to or from which they are going.

VEHICLES.

Article 49.—No person shall drive a horse or horses on any of the wharves, or on any of the ramps leading to the wharves, at a quicker motion than a walk ; and all carts, trucks, and other vehicles going to or from any vessel in the harbour, shall take the ramp nearest to such vessel.

No vehicle to obstruct any wharf or pier, and no driver to importune any passenger or other person.

Article 50.—No omnibus, cab, caleche, truck, cart, or vehicle whatsoever, shall be permitted to stand on any wharf or pier in the said harbour, in such a manner as to obstruct the passage to and fro, upon such wharf or pier,—to or from any vessel arriving or lying at, or departing from, such wharf or pier ; nor shall any driver of any such vehicle, or any other person, obstruct, importune, or annoy, any passenger or person landing from, or embarking on board of, any vessel in said harbour.

No vehicle to stand on the wharves opposite to any steam vessel arriving or departing.

Article 51.—No omnibus, cab, caleche, cart, truck, or vehicle whatsoever, shall stand or remain on the wharf in front of any steam or other vessel, or on any ramp leading to such wharf, on the arrival or departure of any steam or other vessel ; but the entire space between the whole length of such steam or other vessel and the revetment wall, shall be left free and unobstructed by such vehicles, both previous to and after the arrival of such vessel

Marine and Fisheries.

Article 52.—No omnibus, cab, caleche, cart, truck, or vehicle whatsoever, shall stand or remain on the Island Wharf, on the arrival or departure of any steamer, within ten feet of the shed or storehouse erected by the Champlain and St. Lawrence Railroad Company : nor shall they stand or remain on the said wharf or any other wharf so as to obstruct or impede the passage, or way, to or from the said shed or store-house, or to or from any shed or store-house that may be erected on any other wharf.

Regulations for vehicles on the Island Wharf and their approach to sheds and store-houses.

Article 53.—Every person in charge of a horse or horses, or of any vehicle drawn by a horse or horses, shall remain beside such horse or horses, except when loading or discharging such vehicle, and shall not then leave them so far as that they shall be beyond his control ; and no cabman or driver of any omnibus or other vehicle on any wharf or pier in said harbour, shall leave such vehicle on any pretence whatsoever, until he shall have been called and his vehicle engaged.

Drivers of vehicles shall remain beside their horses until called for, or unless loading or discharging such vehicle.

FINES AND PENALTIES AND THEIR COLLECTION.

* *Article 60.*—Any person who shall be convicted of infringing any of the said By-laws, or any of the provisions of the Statutes now in force in this Province, providing for the management and improvement of the Harbour of Montreal, and the deepening of the Ship Channel between the said harbour and the Port of Quebec ; and who shall be condemned to the payment of any pecuniary penalty for such infringement ; and who shall make default in the payment of such pecuniary penalty, and of the costs of such conviction, may be imprisoned for a period of thirty days, unless the amount of such penalty and costs be sooner paid.

INTERPRETATION.

Article 61.—The word “ vessel ” when made use of in the foregoing regulations, is to be understood as comprehending and meaning rafts and every other description of floating vessel ; the words “ working days ” are to be understood as comprehending and meaning days on which work can legally be performed ; the word “ owner ” shall comprehend and mean a part owner or owners ; the words “ Harbour Master ” shall comprehend and mean the Deputy Harbour Master also ; the word “ goods ” shall be understood as comprehending lumber, firewood, ballast and merchandize of any description, together with all kinds of live stock, and when more persons than one are hereinbefore made subject to any penalty, in the disjunctive, the said Corporation shall have the option of proceeding for such penalty against such one of such persons as the said Corporation may see fit.

Article 54, 55, 56, 57, 58 and 59, are revoked by the By-law of the 11th July 1861.

Marine and Fisheries.

Article 62.—All By-laws passed by the Harbour Commissioners of Montreal, prior to this date, shall be and are hereby repealed, except so far as they may be necessary to enable the said Corporation to collect any dues or penalties that may have accrued thereunder, or to continue any action at law that may be pending, or to commence or continue any action at law for offences thereunder; and except also in so far as they repealed all By-laws, orders, rules and regulations made by the Trinity House of Montreal, for the regulation and management of the affairs of the Harbour of Montreal.

I hereby certify, that the foregoing By-laws, numbered from 1 to 62 inclusive, are respectively the copies of the By-laws of the Harbour Commissioners of Montreal, duly made and passed at a meeting of the said Corporation, held at Montréal, on the Twenty-first day of April, 1859.

ALEX. CLERK,
Secretary,

Harbour Commissioners of Montreal.

SECRETARY'S OFFICE,

Toronto, 1st June, 1859.

The foregoing By-laws passed by the Harbour Commissioners of Montreal, on the 21st day of April last, providing for the regulation of their own functions, and the good government of the Harbour, were sanctioned by His Excellency the Governor General on the 31st of May last, as required by the 7th Section of the Act 18th Vict. Cap. 143, and the 3rd Section of the 20th Vict. Cap. 126.

By Command,

C. ALLEYN,
Secretary.

AMENDMENTS TO THE BY-LAWS

OF THE

Harbour Commissioners of Montreal.

Watch to be
kept on board
vessels in
Harbour.

63. There shall be a Watch consisting of one or more grown persons, kept and maintained from sunset to sunrise on board of every vessel lying in the said Harbour; and such watch shall instantly give the alarm in the event of any danger, accident, disturbance, or fire on board of such vessel, or on board of any other vessel in the said Harbour,

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bour, as soon as perceived : and shall at all hours and times during the said period respond to the call, hail or enquiry of any officer of the Harbour Commissioners or of any of the officers or men of the water police.—And in the absence of other sufficient evidence of the violation of this By-law if no response or answer be made by the watch on any vessel to such call, hail or enquiry after three audible repetitions of the same, such vessel and the master or person in charge thereof shall be conclusively held to have violated this By-law.

64. Every vessel lying in the said Harbour shall be supplied during the whole period between sunset and sunrise with not less than six buckets filled with water, which shall be placed and shall stand during the whole of the said period at some convenient place upon the deck of such vessel, ready for instant use in case of fire. Precautions against fire.

65. There shall be no fire or light of any kind used between sunrise and sunset on board of any vessel loaded with hay or straw while within the said Harbour, and no steamer shall carry as freight, any hay or straw whatsoever unless the same be pressed into bundles, which shall weigh not less than seven and a half pounds weight per cubic foot ; and such bundles shall be kept completely and constantly covered with tarpaulin or oil cloth. Regulations for vessels carrying hay or straw.

66. No person or persons, without the consent of the said Commissioners, shall encroach, enter upon, take possession of, or use, any part or portion of the Harbour of Montreal, or of any part or portion of the immoveable property, lands or beach, the control and management whereof are vested in the Harbour Commissioners of Montreal, in and by the several Statutes of this Province incorporating the said Commissioners and relating to the Harbour of Montreal ; namely, the tract of land, beach and premises described and known as follows, to wit : “ commencing at the mouth of the Little River St. Pierre ; thence, downwards, following the course of the Bank of the River St. Lawrence and including the beach of the said River as far back as high water-mark and the ground above high water-mark reserved for a public road or path, down to the lower extremity of the lower basin of the Lachine Canal ; thence, downwards following the North-west side of the water course running parallel with and adjoining the revetment wall in the street or highway running along the whole line of the wharves, now known as Commissioners Street, to a point where the said wall joins the Gouvernement Works at the Commissariat Store and the Gouvernement Wharf ; thence, downwards, following the course Encroachment upon any property within the Harbour jurisdiction, prohibited.

Marine and Fisheries.

course of the bank of the River St. Lawrence, and including the beach of the said River as far back as high water-mark, and any ground above high water-mark reserved for a public road or path, as far as Ruisseau Migeon." And if at any time any person or persons be found encroaching upon or in possession of any part or portion of the said Harbour, land, beach, or premises, the said Commissioners shall have the right to give a notice in writing to such person or persons, under the hand of the Secretary of the said Commission, notifying and requiring him or them to desist from such encroachment, and to leave such portion of said Harbour, land, beach, or premises, within such period, not less than forty-eight hours thereafter, as shall be fixed in such notice. And any person or persons who shall so encroach, enter upon, take possession of or use any part or portion of such Harbour, land, beach or premises without the consent of the said Commissioners, shall, and each of such person or persons shall, incur a penalty of Forty-Dollars currency for every such violation of this By-law; and a further like penalty of forty dollars currency for every period of twenty-four hours during which such encroachment, entrance upon, possession, or use, shall continue or be persisted in. And any person or persons so found encroaching upon, or in possession of, any part or portion of such Harbour, land, beach or premises, who shall persist in so encroaching upon, or in retaining possession of, the same after the expiration of the delay within which such person or persons is or are required by such notice to desist from such encroachment, and to relinquish and abandon such possession of such part or portion of such Harbour, land, beach or premises, shall, and each of them shall, incur a penalty of forty dollars currency for every period of twenty-four hours during which such encroachment or possession shall continue after the expiration of such delay.

No moveable
buildings
to be erected
without au-
thority.

67. No person shall erect or place any shed, shanty, boat house, or moveable or other building of any kind or nature whatsoever, in or upon any place within the boundaries of the said Harbour, without the express permission in writing of the Harbour Master being first obtained; and if any such building be so erected or placed within such boundaries without such permission, it shall be lawful for the Harbour-Master to remove such building at the expense of the person or persons who erected the same, who shall be liable for such expense in addition to the penalty imposed upon him or them for the infringement of this By-law; and to act in respect of the materials so removed, in the manner and subject to all the conditions and provisions established by Article number thirty-three of the By-laws of the said Commissioners.

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68. No driver or person in charge of any horse or horses, or of any vehicle drawn by any horse or horses shall allow such horse, horses or vehicle to stand in the water-course or gutter running along the side of Commissioners Street, or of Common Street, parallel with and adjoining the revetment wall, nor upon any wharf, ramp or pier in the said Harbour ; except for the accommodation of persons going on board of or landing from vessels in the said Harbour, and then only under the restrictions contained in Articles 50, 51 and 52 of the By-laws of the said Harbour ; nor shall any such driver or person in charge feed his horse or horses, or cause or suffer his horse or horses to be fed within the limits of the said Harbour.

Rules to be observed by persons in charge of horses or vehicles.

69. The landing rates and shipping or outward rates on goods landed, shipped or deposited in the said Harbour, or transhipped therein, shall be the same, namely : shall be the several and respective rates and dues mentioned in the several Schedules appended to the Act passed in the 18th year of Her Majesty's Reign, and chaptered 143, intituled : " An Act to provide for the management and improvement of the Harbour of Montreal, and the deepening of the Ship Channel between the said Harbour and the Port of Quebec, and to repeal the Act now in force for the said purposes." But upon proof being made to the satisfaction of the said Commissioners that the outward or inward bound cargo of any vessel cannot be taken to or from such vessel without being conveyed in a barge or lighter, it shall be lawful for the said Commissioners in their discretion to dispense with the payment either of the landing or of the shipping rate upon such goods, as the case may be ; in such manner that such goods or cargo shall only be liable for the payment of one rate.

Power to dispense with certain wharf dues at discretion of the Commissioners.

70. The Wharfinger shall have power, on behalf of the said Harbour Commissioners, and under their directions, to allot, let, or lease any space or portion of any of the wharves, piers, or vacant ground, in the said Harbour, for the piling thereon of Firewood or other Lumber, or of other articles or effects, subject to such rate of charges, and for such time or times, as may from time to time be fixed by the Harbour Commissioners ; and such allotment or letting shall be evidenced only by a written permit, signed by the Wharfinger ; and if such Wood or other articles be allowed to remain on such lot or lots after the expiration of the time denoted in such permit, without a renewal of the same at the Wharfinger's office, such wood or other articles shall be liable to be removed, by the Harbour Master, in the manner provided by Article No. 33 of these By-laws, and

Lots may be leased for piling firewood or other articles.

without

ORDERS IN COUNCIL.

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without any notice being given, either verbally or in writing, by the Harbour Master, to the party owning or representing the same.

Restrictions as to the piling of firewood.

71. No person shall pile any Firewood or cause or suffer any Firewood to be piled within the limits of the said Harbour, to a height exceeding four feet of French measure, without permission in writing from the Wharfinger; nor to any height exceeding the height mentioned in such permission; either upon any space or portion of ground allotted or leased under the last preceding Article (No. 70) of these By-laws, or elsewhere; and if any Firewood shall be piled to a greater height than the said height, the person or persons piling the same or causing the same to be so piled, shall be severally liable to a penalty of Twenty Dollars currency, for which penalty the whole of the firewood in the pile so raised beyond the aforesaid limits, shall be liable, as well as any other assets or property of the convicted person; and the Harbour Master shall have the right, without any notice whatsoever to the owner thereof or to any other person whomsoever, to remove the excess in height of such Firewood at the expense of the owner thereof; and to act in respect thereof in the manner, and subject to all the conditions and provisions established by Article number thirty-three of the By-laws of the said Commissioners.

All permits to be exhibited on demand of any Harbour officer.

72. In every case where any person is acting under a permission in writing from any Officer of the said Harbour, or from any Official authorized by the By-laws of the said Harbour to grant such permission such person upon the first demand of the Wharfinger, or of the Harbour Master, or of any other official employed about the said Harbour by the said Commissioners, shall exhibit to the wharfinger, Harbour Master or other official making such demand, the writing containing such permission.

All vessels to report at the Wharfinger's office.

73. In addition to the details which by the 7th Article of the By-laws of the said Commissioners, the master or person in charge of every vessel arriving in the Harbour, is bound to insert in the report by him required to be made under the said By-laws, every such master or person in charge of any such vessel shall also insert in such report a description of the rig of such vessel, the name of such vessel, and of her master or captain, the place from whence and the date when such vessel sailed, the name of the consignee thereof, and of the pilot thereof; the number of men employed therein, the number of passengers carried thereby, and the name of the steamer (if any) which towed such vessel into harbour.

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74. All vessels lying at the wharves within the Harbour, shall have their yards topped up, their booms and outriggers rigged in, their jibbooms and flying jibbooms rigged in as far as practicable, their studding sail boom irons taken off, their sprit sail yards laid fore and aft, and their anchors secured so as to avoid doing damage to other vessels.

75. No coals shall be discharged from any vessel except upon such wharf as shall be indicated for that purpose by the Harbour Master, and when discharged, such coals shall be immediately removed and taken away from such wharf by the owner or consignee thereof as fast as they shall be landed thereon. And no appointment of a berth or permission to land the cargo of any vessel at any wharf, shall entitle the owner or person in charge of such vessel to land coals opposite such berth or upon such wharf, unless permission shall also have been granted by the Harbour Master to land also thereon as hereinbefore provided.

76. Every person, in whatsoever capacity he may be acting, who shall violate or infringe any of the By-laws of the Corporation of the Harbour Commissioners of Montreal, or any part or portion of any one of them, shall be subject to a penalty of Forty Dollars currency.

77. Every person, in whatsoever capacity he may be acting, who shall fail or neglect to obey any one of the By-laws of the Corporation of the Harbour Commissioners of Montreal, or any portion of any one of them, shall be subject to a penalty of forty dollars currency.

78. The Master or person in charge of any vessel which shall violate or infringe, or fail or neglect to obey any one of the By-laws of the Corporation of the Harbour Commissioners of Montreal, or any part or portion of any one of them; and the Master or person in charge of any vessel, in the conduct and management of which any one of the said By-laws, or any part of any one of them, shall be violated, infringed or disobeyed, shall be subject to a penalty of forty dollars currency.

79. In the event of the contravention or neglect to obey any of the By-laws of the Corporation of the Harbour Commissioners of Montreal, having reference to the landing or shipping of gunpowder, the landing or shipping, as the case may be, of each keg or package of gunpowder, shall be a separate offence, and shall give rise to a separate penalty of forty dollars against the offending party.

Marine and Fisheries.

Fines and
penalties.

80. The owner of any cargo, lumber or effects or of any matter or thing whatever, landed from any vessel, in respect of which cargo, lumber or effects, matter or thing there shall be any violation or infringement of or disobedience to any one of the By-laws of the Corporation of the Harbour Commissioners of Montreal, or of any part of any one of them, shall be subject to a penalty of Forty Dollars currency.

Fine and
penalties.

81. The owner or person in charge of any goods, lumber or other effects, deposited for shipment on any wharf, or elsewhere in the said Harbour, in respect of which goods, lumber or effects, there shall be any violation or infringement of, or disobedience to, any one of the By-laws of the Corporation of the Harbour Commissioners of Montreal, or of or to any part of any one of them, shall be subject to a penalty of Forty Dollars.

Penalty may
be reduced
to Twenty
Dollars ex-
cepting on
sea-going
vessels and
their cargoes.

82. If any person be convicted by any Magistrate or Magistrates, Justice or Justices of the Peace of any of the said offences, such Magistrate or Magistrates, Justice or Justices of the Peace, who shall render such judgment of conviction, may reduce the amount of the penalty to twenty Dollars currency, in all cases where the offence committed has no reference to a sea-going vessel, or to cargo carried or to be carried in a sea-going vessel, or is not committed by the Master or person in charge of a sea-going vessel.

83. The By-laws numbered 21, 46, 54, 55, 56, 57, 58, and 59, forming part of the By-laws made and passed by the said Harbour Commissioners of Montreal, on the 21st day of April, 1859; and all such portions of By-laws numbers 39 and 40, and of any other of the said By-laws as are inconsistent with the foregoing By-laws, are hereby revoked and repealed.

Certified to be a true extract from the Minutes of the proceedings of the Harbour Commissioners of Montreal.

ALEXR CLARK,

Secretary.

Marine and Fisheries.

PROVINCIAL SECRETARY'S OFFICE, (East,)

Quebec, 14th September, 1861.

The foregoing By-laws passed by the Harbour Commissioners of Montreal, on the 11th July, 1861, were sanctioned by His Excellency the Governor General on the 12th September instant, as required by the 7th Section of the Act 18th Victoria, Chapter 143.

By Command.

CHARLES ALLEYN,

Secretary.

MONTREAL HARBOUR COMMISSIONERS.

BY-LAWS

PASSED by the Harbour Commissioners of Montreal, at a meeting held on the 3rd day of July, 1869, under authority of the Act 18 Vic., Cap. 143, Sec. 7.

Article 84. No Coal Oil, Kerosene, Naphtha, Benzole, Petroleum, or any other substance of an inflammable or dangerous nature, shall be discharged or shipped in any part of the Harbour, except in such places as shall be indicated by the Harbour Master, or other Harbour Officer in his absence, and when discharged or shipped, the same shall be removed and taken away from such places by the owner or consignee thereof, as fast as landed.

Article 85. The Fines and Penalties authorized by Articles 76 to 82 inclusive, of the By-Laws of the Harbour Commissioners of Montreal, passed on the 11th July, 1861, sanctioned and confirmed by His Excellency the Governor General, on the 12th September, 1861, shall be held to apply to the above By Law, known as Article 84.

Approved by His Excellency the Governor General in Council, at Ottawa, on the 2th November, 1869.

H. H. WHITNEY,

Secretary.

Harbour Commissioner's Office,
Montreal 10th January, 1870.

Marine and Fisheries.

BY-LAW.

PASSED by the Harbour Commissioners of Montreal at a Meeting held on the 8th day of April, 1872, under the authority of the Act 18 Vic., chap. 143, sec. 7.

Article 28 is hereby repealed, and the following substituted, to be known as article 28.

Vessels loading and unloading :

Vessels arriving in the Harbour with cargo shall be allowed for unloading as follows : One working day for fifty tons of cargo. Two working days for one hundred tons. Three working days for two hundred tons, and one working day additional for every hundred tons exceeding two hundred tons.

And for loading :

One working day for fifty tons or under. Two working days for one hundred tons, and one additional day for every hundred tons exceeding the first hundred tons. Provided always that vessels shall be discharged, or loaded in a shorter time, or shall have ceased discharging or loading from any cause, shall not be entitled to retain their berths, should the Harbour Master see fit to order them to remove. And provided also, that on application to that effect, the Harbour Master shall have the power, if he see fit, to extend such time for a further period to be named by him.

H. H. WHITNEY,
Secretary.

Harbour Commissioners Office,
Montreal, 8th April, 1872.

The above By-law was submitted to and approved by His Excellency the Governor General in Council on the 18th September, 1872.

W. A. HIMSWORTH,
Clerk, Privy Council.

Marine and Fisheries.

QUEBEC HARBOUR COMMISSIONERS.—BY - LAWS.

PROVINCE OF CANADA.

At a Meeting of the Quebec Harbour Commissioners, held in their office in the Lower Town of the City of Quebec, in that part of the Province of Canada, called Lower Canada, being their usual place of sitting, on Wednesday, the Twenty-first day of May, in the year of Our Lord one thousand eight hundred and sixty-two, at which Meeting the Chairman and three Commissioners were present, viz :

The Honorable GEORGE PEMBERTON, Chairman,

The President of the Board of Trade,)
 GEORGE H. SIMARD, Esq. } Commissioners.
 JOHN SHARPLES, Esq.

The following By-law, respecting the discharging of ballast within certain prescribed limits in the Harbour of Quebec, was submitted and approved of—

“ All vessels entering the Harbour of Quebec with ballast on board, requiring to discharge the same, shall do so within the following limits, that is to say : between the river Chaudière and a line formed by a beacon erected on the hill in rear of Diamond Harbour and the centre of the Martello Tower above it, and not nearer to the north shore than in fifteen fathoms water and not nearer to the south shore than ten fathoms water, at low water in neap tides.”

“ And any Master or Commander of any ship or vessel, or the Master of any craft or any other person whatever, who shall throw any ballast into the part of the river St. Lawrence which lies between a line drawn from the west side of the mouth of the river Cap-Rouge, to the west side of the mouth of the river Chaudière, and a line drawn from the east side of the mouth of the river Montmorency to the east side of the cove called Indian Cove, on the south side of the said river St. Lawrence, together with that part of each of the rivers Cap-Rouge, Chaudière and Montmorency, and the river St. Charles and Etchemin and Beauport, where the tide ebbs and flows in any place without the foregoing described limits, shall incur for every such offence a penalty of twenty dollars or sixty days imprisonment ”

GEORGE PEMBERTON, Chairman.

H. N. JONES, Secretary-Treasurer.
 Quebec, 16th June, 1862.

The above By-law approved by His Excellency the Governor General in Council, this 28th day of June, 1862.

WM. H. LEE, C. E. C

Marine and Fisheries.

PROVINCE OF CANADA.

At a Meeting of the Quebec Harbour Commissioners, held in their Office, in the Lower Town of the City of Quebec, in that part of the Province of Canada, called Lower Canada, being their usual place of Sitting, on Tuesday, the seven-teenth day of June, in the year of Our Lord, one thousand eight hundred and sixty-two, at which Meeting the Chairman and four Commissioners were present, viz :

The Hon. GEORGE PEMBERTON, Chairman,	} Commissioners.
The President of the Board of Trade,	
The MAYOR of Quebec,	
GEORGE H. SIMARD, Esq.,	
JOHN SHARPLES, Esq.	

IT is resolved, that whereas it is expedient to impose a Tonnage duty on all Vessels coming from or trading to parts beyond the Seas, discharging cargo or ballast or loading in the Harbour of Quebec, the following by-laws are hereby ordained and enacted by the said Quebec Harbour Commissioners :

1. Every Vessel coming from or trading to parts beyond the Seas, which shall discharge ballast in the Harbour of Quebec, shall, from this day forth, pay a Tonnage duty of five cents for every ton measurement of every such Vessel.

2. Every Vessel coming from or trading to parts beyond the Seas, which shall discharge its cargo in the Harbour of Quebec, shall, from this day forth, pay a Tonnage duty of five cents for every ton measurement of such Vessel.

3. Every Vessel coming from or trading to parts beyond the Seas, which shall load in the Harbour of Quebec, shall, from this day forth, pay a Tonnage duty of five cents for every ton measurement of such Vessel.

4. Every Vessel coming from or trading to parts beyond the Seas, which shall discharge a portion of its cargo in the Harbour of Quebec, but not the whole thereof in the Port of Quebec, shall, from this day forth, pay a Tonnage duty of five cents per ton measurement of such Vessel, proportionately to the ratio which the portion of the cargo so discharged in the Harbour of Quebec shall bear to the entire quantity of the said cargo and no more.

5- Every Vessel coming from or trading to parts beyond the Seas, which shall load a portion of its cargo in the Harbour of Quebec, but not the whole thereof in the Port of Quebec, shall, from this day forth, pay a Tonnage duty of five cents per ton measurement of such Vessel, proportionately to the ratio which the portion of the cargo so taken on board in the Harbour of Quebec, shall bear to the entire quantity of such cargo and no more.

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6. That the said Tonnage duty shall be paid by each and every Vessel subject to the payment thereof, when and so soon as it shall have discharged its cargo or ballast or intended portion of either, or both, or shall have taken in its cargo, or intended portion thereof, in the said Port of Quebec.

7. It is hereby provided that nothing in these by-laws contained shall be so construed as to subject any Vessel which shall discharge cargo or ballast, or load, either in whole or in part, or which shall both discharge and load, in the said Port of Quebec, to pay a greater sum for Tonnage duty than that for which such Vessel would be liable, at the rate of five cents for every ton measurement of such Vessel.

GEORGE PEMBERTON, Chairman.

H. N. JONES, Secretary-Treasurer,
Quebec, 18th June, 1862.

The within By-law approved by His Excellency the Governor General in Council, this 28th day of June, 1862.

W. H. LEE, C. E. C.

PROVINCE OF CANADA.

At a Meeting of the Quebec Harbour Commissioners, held in their Office, in the Lower Town of the City of Quebec, in that part of the Province of Canada, called Lower Canada, being their usual place of Sitting, in Dalhousie street, the Twenty-ninth day of April, in the year of Our Lord, one thousand eight hundred and sixty-three, at which Meeting were present, viz :

The Honble. GEORGE PEMBERTON, Chairman,
His Honor the Pro-Mayor of Quebec;
The President of the Board of Trade,
GEORGE H. SIMARD, Esq., } Commissioners.
JOHN SHARPLES, Esq. }

IT was resolved that, whereas the By-law passed by the Quebec Harbour Commissioners on the Twenty-first day of May, one thousand eight hundred and sixty-two, and sanctioned by His EXCELLENCY THE GOVERNOR GENERAL in Council, on the Twenty-eighth day of June, one thousand eight hundred and sixty-two, should be amended as follows :

“ All Vessels entering that portion of the Harbour of Quebec above the Church of Saint Joseph of Pointe Levi, with Ballast on board, requiring to discharge the same, shall discharge the said Ballast at the Wharf known as the Pointe à Carcy Wharf or at any other Wharf belonging to the said Quebec Harbour Commissioners, provided there be a sufficient depth of water near the said Wharf for the

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the said Vessels to lie in safety while discharging Ballast as aforesaid ; (and provided also that the Master or person in charge of every such Vessel shall have been notified of this By-law in writing before passing said Church.) And any Master or person in charge of any Ship or Vessel as aforesaid, who shall refuse or neglect to obey the said By-law, shall, for every such refusal or neglect to obey the said By-law, incur a penalty not exceeding Forty Dollars or ten days imprisonment."

H. N. JONES, Secretary-Treasurer.

GEORGE PEMBERTON, Chairman.

SECRETARY'S OFFICE,

Quebec 21st May, 1863.

This is to certify that the above By-law adopted by the Corporation of the Quebec Harbor Commissioners has been sanctioned by HIS EXCELLENCY THE GOVERNOR GENERAL in Council on the 20th day of May, 1863.

By Command,

A. J. FERGUSSON BLAIR,
Provincial Secretary.

PROVINCE OF CANADA.

At a meeting of the Quebec Harbour Commissioners, held at their office, in the Lower Town of the City of Quebec, in that part of the Province of Canada, called Lower Canada, being their usual place of sitting, on Wednesday, the Tenth day of August, in the year of Our Lord, one thousand eight hundred and sixty-four, at which meeting the Chairman and three Commissioners were present. the following by-law to amend and extend the "by-law respecting the discharging of ballast within certain prescribed limits in the harbour of Quebec," passed on the 28th day of June, 1862, was submitted and approved of.

"The second paragraph of the said by-law respecting the discharging of ballast within certain prescribed limits in the harbour of Quebec, is hereby repealed and it is hereby enacted that :

"Any master or commander of any ship or vessel, or the master of any craft or any other person whatever, or the pilot in charge of any ship or vessel or other craft, who shall throw any ballast into the part of the river*St. Lawrence, which lies between a line drawn from the west side of the mouth of the river Cap Rouge to the west side of the mouth of the river Chaudière, and a line drawn from the east side of the mouth of the river Montmorency to the east side
" of

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“ of the cove called Indian Cove, on the south side of the said river St. Lawrence, together with that part of each of the said rivers Cap Rouge, Chaudière and Montmorency, and the rivers St. Charles, Etchemin and Beauport where the tide ebbs and flows in any place without the limits described by law for the discharging of ballast, or any pilot who shall have brought up and anchored any ship, vessel or other craft, beyond or without the limits of the said ballast ground, for the purpose of throwing out ballast there, shall incur for every such offence a penalty of not less than twenty dollars and not exceeding forty dollars, or sixty days imprisonment.”

GEORGE PEMBERTON, Chairman.

J. B. MARTEL, Secretary-Treasurer.

Sanctioned by HIS EXCELLENCY THE GOVERNOR GENERAL in Council, 7th October, 1864.

WM. H. LEE, C. E. C.

AT the Court at Windsor, the 30th day of November, 1864

PRESENT :

The QUEEN'S Most Excellent Majesty in Council.

WHEREAS the rules and practice observed for the purpose of preventing collisions at sea, which were formerly adopted by maritime nations, have proved insufficient to satisfy the requirements of modern navigation, and whereas various alterations in such rules and practice have from time to time been made by different nations, but the rules so altered have been found to be in some cases inconsistent with each other, and in other cases to have the force of municipal law only ; and whereas certain regulations for the purpose aforesaid have been sanctioned by “ The Merchant Shipping Act Amendment Act, 1862,” and are contained in the Table C. in the schedule to that Act ; and whereas for the purpose of correcting certain clerical errors the said regulations have, in pursuance of the provisions in the said Act contained, been modified by an Order in Council, bearing date the ninth day of January, one thousand eight hundred and sixty-three, and the said regulations, so modified, are appended to the said Order, under the title of regulations for preventing collisions at sea ; and whereas it is provided by the same Act, that whenever it is made to appear to Her Majesty that the Government of any foreign country is willing that the regulations for preventing collisions, contained in Table C. in the schedule to the said Act, or such other regulations for preventing collisions as are for the time being in force under the said Act, should apply to the ships of such country when beyond the limits of British jurisdiction, Her Majesty may, by Order in Council, direct that such regulations shall

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shall apply to the ships of the said foreign country, whether within British jurisdiction or not : And it is further provided by the said Act, that whenever an Order in Council has been issued, applying any regulation made by or in pursuance of the said Act to the ships of any foreign country, such ships shall, in all cases arising in any British Court, be deemed to be subject to such regulation, and shall, for the purpose of such regulation, be treated as if they were British ships : And whereas it was made to appear to Her Majesty that the Government of the United States of America was willing that the said regulations for preventing collisions at sea, appended to the said Order, should apply to ships belonging to the United States of America, when beyond the limits of British jurisdiction : And Her Majesty, by virtue of the power vested in Her by the said recited Act, did, by Order in Council, dated the twenty-seventh of August, one thousand eight hundred and sixty-four, direct that the said regulations for preventing collisions at sea, appended to the said Order in Council, bearing date the ninth day of January, one thousand eight hundred and sixty-three, and to this Order, should, from the first day of September then next, apply to ships belonging to the United States of America, whether within British jurisdiction or not.

And whereas the said Government of the United States of America have expressed a desire that the said regulations should be made to apply to ships navigating the Inland Waters of North America, and that they should apply to ships of the United States navigating such waters, when beyond the limits of British jurisdiction :

And whereas by an Act passed by the Legislative Council and Assembly of Canada, assented to on the thirtieth of June, one thousand eight hundred and sixty-four, and intituled : " An Act to amend the Law respecting the Navigation of Canadian Waters, " after reciting that it would tend to the greater security of life and property in vessels navigating Canadian waters, that the same rules of navigation and the same precautions for avoiding collisions and other accidents as were then adopted in the United Kingdom and in other countries, should also be adopted in Canada, it was enacted, that on and after the first day of September, one thousand eight hundred and sixty-four, the rules contained therein with respect to lights, fog signals, steaming and sailing, should apply to all the rivers, lakes and other navigable waters whatsoever within the Province of Canada, or within the jurisdiction of the Legislature thereof :

And whereas the said rules, so referred to, are the same as the regulations appended to the said Order in Council, bearing date the ninth day of January, one thousand eight hundred and sixty-three, except that they are not intituled regulations for preventing collisions at sea, and whereas the same are also appended to this Order :

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Now, therefore, Her Majesty, by virtue of the power vested in Her by the said Merchant Shipping Act Amendment Act, 1862, and by and with the advice of Her Privy Council, is pleased to direct that the said regulations, appended to this Order, shall apply to ships belonging to the United States of America, when navigating the Inland Waters of North America, whether within British jurisdiction or not.

PRELIMINARY.

Construction of Rules.

Art. 1. In the following rules every steam ship which is under sail and not under steam is to be considered a sailing ship ; and every steam ship which is under steam, whether under sail or not, is to be considered a ship under steam.

RULES CONCERNING LIGHTS.

What Light shall be carried.

Art. 2. The Lights mentioned in the following Articles, numbered 3, 4, 5, 6, 7, 8 and 9, and no others, shall be carried in all weathers, from sunset to sunrise.

By Steam Ships under Weigh.

Art. 3. Steam-ships, when under weigh, shall carry :

(a.) *At the Foremast Head*, a bright White Light, so constructed as to show an uniform and unbroken Light, over an arc of the horizon of 20 points of the compass ; so fixed as to throw the light 10 points on each side of the ship, viz., from right ahead to 2 points abaft the beam on either side, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least five miles.

On the Starboard side.

(b.) *On the Starboard side*, a Green Light, so constructed as to show an uniform and unbroken Light over an arc of the horizon of 10 points of the compass ; so fixed as to throw the light from right ahead to 2 points abaft the beam on the starboard side, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles.

On the Port Side.

(c.) *On the Port side*, a Red Light, so constructed as to show on uniform and unbroken light over an arc of the horizon of 10 points of the compass ; so fixed as to throw the light from right ahead to 2 points abaft the beam on the Port side, and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles

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How Fitted.

(d.) The said green and red side lights shall be fitted with inboard screens, projecting at least three feet forward from the light, so as to prevent these lights from being seen across the bow.

By Steam Ships towing.

Art. 4. Steam ships, when towing other ships, shall carry two bright white mast-head lights, vertically, in addition to their side lights, so as to distinguish them from other steam ships. Each of these mast-head lights shall be of the same constructions and character as the mast-head lights which other steam ships are required to carry.

By Sailing Ships in motion.

Art. 5. Sailing ships under weigh, or being towed, shall carry the same lights as steam ships under weigh, with the exception of the white mast-head lights, which they shall never carry.

By small vessels in bad weather.

Art. 6. Whenever, as in the case of small vessels during bad weather, the green and red lights cannot be fixed, these lights shall be kept on deck, on their respective sides of the vessel, ready for instant exhibition; and shall, on the approach of or to other vessels, be exhibited on their respective sides, in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side nor the red light on the starboard side.

Lanterns to be painted outside.

To make the use of these portable lights more certain and easy, the lanterns containing them shall each be painted outside with the colour of the light they respectively contain, and shall be provided with suitable screens.

By Ships at Anchor.

Art. 7. Ships, whether steam ships or sailing ships, when at anchor in roadsteads or fairways, shall exhibit, where it can best be seen, but at a height not exceeding twenty feet above the hull, a white light, in a globular lantern of eight inches in diameter, and so constructed as to show a clear, uniform and unbroken light, visible all round the horizon, and at a distance of a least one mile.

By Pilot Vessels.

Art. 8. Sailing Pilot Vessels shall not carry the lights required for other sailing vessels, but shall carry a white light at the mast head, visible all round the horizon,—and shall also exhibit a flare-up light every fifteen minutes.

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By open Fishing and other open Boats.

Art. 9. Open fishing boats and other open boats shall not be required to carry the side lights required for other vessels ; but shall, if they do not carry such lights, carry a lantern, having a green slide on the one side and a red slide on the other side ; and on the approach of or to other vessels, such lantern shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side nor the red light on the starboard side.

When at Anchor.

Fishing vessels and open boats, when at anchor, or attached to their nets and stationary, shall exhibit a bright white light.

Flare-up Lights.

Fishing vessels and open boats shall, however, not be prevented from using a flare-up in addition, if considered expedient.

RULES CONCERNING FOG SIGNALS.

Fog Signals.

Art. 10. Whenever there is a fog, whether by day or night, the fog signals described below shall be carried and used, and shall be sounded at least every five minutes, viz :—

(a.) Steam ships under weigh shall use a steam whistle, placed before the funnel, not less than eight feet from the deck :

(b.) Sailing ships under weigh shall use a fog horn :

(c.) Steam ships and sailing ships when not under weigh shall use a bell.

STEERING AND SAILING RULES.

Sailing Ships meeting.

Art. 11. If two sailing ships are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other.

Sailing Ships crossing.

Art. 12. When two sailing ships are crossing, so as to involve risk of collision, then, if they have the wind on different sides, the ship with the wind on the port side shall keep out of the way of the ship with the wind on the starboard side, except in the case in which the ship with the wind on the port side is close hauled and the other ship free, in which case the latter ship shall keep out of the way ; but if they have the wind on the same side, or if one of them has the wind aft, the vessel which is to windward shall keep out of the way of the ship which is to leeward.

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Steam Ships meeting.

Art. 13. If two ships under steam are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other.

Steam Ships crossing.

Art. 14. If two ships under steam are crossing, so as to involve risk of collision, the ship which has the other on her own starboard side shall keep out of the way of the other.

Sailing and Steam Ships.

Art. 15. If two ships, one of which, is a sailing ship and the other a steam ship, are proceeding in such directions as to involve risk of collision, the steam ship shall keep out of the way of the sailing ship.

Steam Ships nearing another Vessel.

Art. 16. Every steam ship, when approaching another ship so as to involve risk of collision, shall slacken her speed, or, if necessary, stop and reverse ; and every steam ship shall, when in a fog, go at a moderate speed.

Vessel overtaking another.

Art. 17. Every vessel overtaking any other vessel shall keep out of the way of said last-mentioned vessel.

Ship keeping out of the way.

Art. 18. Where, by the above rules, one of two ships is to keep out of the way, the other shall keep her course, subject to the qualifications contained in the following article.

Regard to dangers of Navigation.

Art. 19. In obeying and construing these Rules, due regard must be had to all dangers of navigation ; and due regard must also be had to any special circumstances which may exist in any particular case, rendering a departure from the above rules necessary in order to avoid immediate danger.

Rules not to excuse neglect.

Art. 20. Nothing in these rules shall exonerate any ship, or the owner, or master, or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

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MONTREAL HARBOUR—TARIFF OF FEES.

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 20th June 1868.

On a communication dated 23rd April, 1868, from the Montreal Board of Trade, submitting for the approval of Your Excellency in Council an amended table of fees to be collected by the Port Warden of Montreal under the Act 26 Vic., Cap. 52, and an amended table of fees to be collected by the Port Warden of Montreal under the Act 29 Vic., Cap. 59, amending the first mentioned Act.

The Honorable the Minister of Marine and Fisheries reports that he has examined the tariffs above submitted and sees no objection to Your Excellency's approval being given thereto.

The Committee on the recommendation of the Hon. the Minister of Justice advise that the same be approved accordingly under the provisions of the Acts 26 Vic., Cap. 52 and 29 Vic., Cap. 59, respectively.

Certified

WM. H. LEE.

Clerk, P. C.

STEAMBOAT OWNERS TO PAY 10 CENTS PER TON, YEARLY.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 2nd July, 1868.

THE Committee of Council respectfully recommend that the rate or duty to be paid yearly by the owner or master of any steam vessel in the Dominion of Canada under the act of the last session of the Legislature intituled "An Act respecting the inspection of steamboats and for the greater safety of passengers by them," be ten cents per ton for every ton which such vessel may measure and that this rate be in addition to the inspection fees named in the said Act.

Certified

WM. H. LEE,

Clk. P. C.

Marine and Fisheries.

TONNAGE DUTY OF 10 CENTS PER TON—BATHURST AND RICHIBUCTO HARBOURS.

JOHN YOUNG.

[L. S.]

CANADA.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, QUEEN, Defender of the Faith, &c., &c., &c.

To all to whom these presents shall come or whom the same may in any wise concern—GREETING :

JOHN A. MACDONALD, } WHEREAS in and by an Act of the Parliament of
Attorney General, Canada. } Canada, passed in the Session thereof, holden
in the Thirty-second year of Our Reign, and intituled : “ An Act to provide means
for improving the Harbors and Channels at certain Ports in the Provinces of the
Dominion,” it is, amongst other things, in effect, enacted that the Governor in
Council, being satisfied that it is expedient to raise funds for improving the Har-
bors and Channels, and rendering the navigation more easy and safe at several
Ports in the several Provinces of the said Dominion, (and amongst others those
of Bathurst and Richibucto, in the Province of New Brunswick,) may from time
to time, by Proclamation, issued under an Order in Council, and inserted in the
“ Canada Gazette,” impose on each vessel entering any such Port, named for the
purpose in such Proclamation, such tonnage duty not exceeding ten cents per ton
of the registered measurement of such vessel, as he may deem expedient, and
may, from time to time, in like manner, increase or decrease, repeal, or re-impose,
such duty within the limits aforesaid, with respect to any such Port or Ports :
And that any copy of the “ Canada Gazette,” purporting to be printed by the
Queen’s Printer, shall be *prima facie* evidence of such Proclamation, and of its
being duly issued, and published under an Order in Council made in pursuance
of the said Act : and further that any duty, so imposed as aforesaid, shall be col-
lected by the Collector of Customs at the Port at which it is payable, at the time
of the entry, of the vessel, which shall contain in the face of it, the register
tonnage thereof ; and that no vessel shall be entered, or, if entered, shall be al-
lowed to clear or to leave such Port, without payment of such duty, and may be
detained by the Collector until it is paid ; but that such duty shall only be paya-
ble once in each fiscal year (commencing on the first day of July in each calen-
dar year) on any vessel not exceeding one hundred tons register and not more
than twice in each fiscal year, or any vessel exceeding one hundred tons regis-
ter measurement ; that is to say, on any vessel not exceeding one hundred tons
register, the duty shall be payable on her first entry at such Port in any fiscal
year,

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year, but not on any subsequent entry during the same ; and, on any vessel exceeding one hundred tons register the duty shall be payable on her first, and on her second entry in any fiscal year but not on any subsequent entry during the same ; AND WHEREAS Our Governor of Canada, in Council, being satisfied that it is expedient to raise funds for the purposes above mentioned so far as regards the said Ports of Bathurst and Richibucto, respectively, hath, in pursuance of the authority contained in the above, in part, recited Act, made, and issued an Order in Council authorizing the insertion in the "Canada Gazette" of the necessary Proclamation authorizing and requiring the imposition of the rate of tonnage duties hereinafter mentioned on all vessels entering the said Ports of Bathurst and Richibucto, respectively, for the purposes aforesaid : that is to say, ten cents for every ton of the registered measurement of each and every such vessel.—

These are therefore to require Our Collectors of Customs, at the said Ports of Bathurst and Richibucto, respectively, as well as all others, Our loving subjects to take due notice of this Our Royal Proclamation and to govern themselves, in the premises, accordingly.

By Command,

HECTOR L. LANGEVIN,
Secretary of State.

9th July 1869.

TONNAGE DUTY.—HOUSE HARBOUR IN MAGDALEN ISLANDS.

A PROCLAMATION.

JOHN A. MACDONALD, } WHEREAS in and by an Act of the Parliament
Attorney General, CANADA. } of Canada, passed in the Session thereof
held in the Thirty second and Thirty-third years of Our Reign and intituled :
“ And Act to provide means for improving the Harbors and Channels at certain
ports in the Provinces of the Dominion,” it is amongst other things in effect
enacted that the Governor in Council being satisfied that it is expedient to raise
funds for improving the Harbors and Channels and rendering the navigation
more easy and safe at several Ports in the several Povinces of Canada, (and
amongst other that of House Harbor, in the Magdalen Islands, in the Province
of Quebec), may from time to time by a Proclamation, issued under an Order in
Council and inserted in the “Canada Gazette,” impose on each vessel entering
any such port named for the purpose in such Proclamation, such tonnage duty
not

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not exceeding ten cents per ton of the registered measurement of such vessel as he may deem expedient, and may from time to time in like manner, increase or decrease, repeal or re-impose such duty within the limits aforesaid, with respect to any such port, and that any copy of the "Canada Gazette," purporting to be printed by the Queen's Printer, shall be *prima facie* evidence of such Proclamation, and of its being duly issued and published under an Order in Council made in pursuance of the said Act; and further, that any duty so imposed as aforesaid shall be collected by the Collector of Customs at any port at which it is payable at the time of the entry of the vessel, which shall contain on the face of it, the registered tonnage thereof; and that no vessel shall be entered, or, if entered, shall be allowed to clear or to leave such port without payment of such duty, and may be detained by the Collector until it is paid; but that such duty shall only be payable once in each fiscal year (commencing on the first day of July in each calendar year) on any vessel not exceeding one hundred tons register, and not more than twice in each fiscal year on any vessel exceeding one hundred tons, registered measurement, that is to say: on any vessel not exceeding one hundred tons register, the duty shall be payable on her first entry at such port in any fiscal year, but not on any subsequent entry during the same, and on any vessel exceeding one hundred tons register, the duty shall be payable on her first and on her second entry, in any fiscal year, but not on any subsequent entry during the same.

And Whereas, our Governor in Council, being satisfied that it is expedient to raise funds for the purposes above mentioned, so far as regards the said Port of House Harbor, hath in pursuance of the authority contained in the above in part recited Act, ordered the issue of a Proclamation imposing a rate of tonnage as hereinafter mentioned.

Now therefore Know Ye that We do, by and with the advice of our Privy Council for Canada, by this our Royal Proclamation, and under the authority conferred upon us by the hereinbefore in part recited Act, impose on each vessel entering the said Port of House Harbor in the Magdalen Inlands, a tonnage duty of ten cents per ton of the registered measurement of such vessel.

Of all which, our loving subjects and all others whom these presents may concern, are hereby required to take notice and govern themselves accordingly.

By Command,

J. C. AIKINS,

Secretary of State.

1st. April, 1870.

Marine and Fisheries.

TONNAGE DUTY—AMHERST HARBOUR, MAGDALEN ISLANDS.

JOHN YOUNG.

PROCLAMATION.

JOHN A. MACDONALD, } **W**HEREAS in and by an Act of the Parliament
 Attorney General, CANADA. } of Canada, passed in the Session thereof held
 in the Thirty second and Thirty third years of Our Reign and intituled : “ An
 Act to provide means for improving the Harbors and Channels at certain Ports
 in the Provinces of the Dominion,” it is amongst other things in effect enacted that
 the Governor in Council being satisfied that it is expedient to raise funds for im-
 proving the Harbors and Channels and rendering the navigation more easy and
 safe at several ports in the several Provinces of Canada, (and amongst others that
 of Amherst Harbor, in the Magdalen Islands, in the Province of Quebec) may
 from time to time by a Proclamation, issued under an Order in Council and
 inserted in the “ Canada Gazette ” impose on each vessel entering any such port
 named for the purpose in such Proclamation, such tonnage duty not exceeding
 ten cents per ton of the registered measurement of such vessel as he may deem
 expedient, and may from time to time, in like mannér, increase or decrease,
 repeal or re-impose such duty within the limits aforesaid, with respect to any
 such port, and that any copy of the “ Canada Gazette ” purporting to be printed
 by the Queen’s Printer, shall be *prima facie* evidence of such Proclamation, and
 of its being duly issued and published under an Order in Council, made in pur-
 suance of the said Act ; and further, that any duty so imposed as aforesaid shall
 be collected by the Collector of Customs at any port at which it is payable at the
 time of the entry of the vessel, which shall contain on the face of it the registered
 tonnage thereof ; and that no vessel shall be entered, or, if entered, shall be allow-
 ed to clear or to leave such port without payment of such duty, and may be de-
 tained by the Collector until it is paid ; but that such duty shall only be payable
 once in each year (commencing on the first day of July in each calendar year),
 on any vessel not exceeding one hundred tons register, and not more than twice
 in each fiscal year on any vessel exceeding one hundred tons, registered measu-
 rement ; that is to say : on any vessel not exceeding one hundred tons register,
 the duty shall be payable on her first entry at such port in any fiscal year, but
 not on any subsequent entry during the same ; and on any vessel exceeding one
 hundred tons register, the duty shall be payable on her first and on her second
 entry, in any fiscal year, but not on any subsequent entry during the same.

And whereas, Our Governor in Council, being satisfied that it is expedient
 to raise funds for the purposes above mentioned, so far as regards the said Port
 of Amherst Harbor, hath in pursuance of the authority contained in the above
 in part recited Act, ordered the issue of a proclamation imposing a rate of ton-
 nage as hereinafter mentioned.

Marine and Fisheries.

Now therefore Know Ye that we do, by and with the advice of our Privy Council for Canada, by this our Royal Proclamation, and under the authority conferred upon us by the hereinbefore in part recited Act, impose on each vessel entering the said Port of Amherst Harbor in the Magdalen Islands, a Tonnage duty of ten cents per ton of the registered measurement of such vessel.

Of all which Our loving subjects and all others whom these presents may concern, are hereby required to take notice and govern themselves accordingly.

By Command,

J. C. AIKINS,

Secretary of State.

1st. April, 1870.

BELLEVILLE HARBOUR DUES—BY-LAW ESTABLISHING TARIFF.

SCHEDULE of Dues or Tolls chargeable and payable on the several articles opposite to which the said Dues or Tolls are placed in this Schedule, and shipped on board or landed out of any Vessel, Steamboat, Boat or any other Craft within the limits of the Harbour at Belleville or elsewhere within the limits of the Corporation of the Town of Belleville and on all Logs, Timber, Pine, Cedar and Railway ties passing down the River Moira through or into the Port of Belleville, or through or into the said Harbour, and chargeable and payable upon all Vessels, Steamboats or other Craft entering the said Harbour, excepting however any Ferry Boats trading between the Port of Belleville and the County of Prince Edward and adjoining Counties, and any articles carried by the said Ferry Boats.

SCHEDULE.

Flour and Oatmeal	per Barrel.....	1 cent
Corn Meal	per 100 lbs.....	2 "
Grain	per Bushel.....	$\frac{1}{8}$ "
Salt	per Barrel.....	2 "
Plaster and Water Lime	" "	4 "
Beer, Brandy, Wines, Vinegar, &c.	per Barrel.....	3 "
Pot and Pearl Ash	" "	5 "
Fish	" "	2 "
Fruit (Green)	" "	2 "
Fruits, baskets and boxes	" "	2 "

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Potatoes and other roots	Bushel.....	$\frac{1}{2}$ cent
Lumber	per M.....	5 "
Logs	each.....	$\frac{3}{4}$ "
Floats	"	1 "
Railway ties	"	$\frac{1}{2}$ "
Cedar posts 14 feet long,	each.....	$\frac{1}{4}$ "
" over "	"	1 "
Square Timber,	per stick.....	5 "
Shingles	per M.	3 "
Staves	" "	10 "
Bolts	per cord.....	10 "
Wood	" "	5 "
Laths	" Bundle.....	$\frac{1}{8}$ "
Brick	per M.....	5 "
Cut or dressed Stone,	per Ton.....	5 "
Pork and Beef	per Barrel.....	3 "
Butter and Lard	per Firkin or Tub.....	$\frac{1}{2}$ "
Cheese,	per box.....	$\frac{1}{2}$ "
Smut Machines and Fanning Mills.....		12 $\frac{1}{2}$ "
Reaping and thrashing Machines.....		50 "
Wool and Sheepskins	per Ton	25 "
Bran, Shorts and Cannel,	per Ton.....	25 "
Nails, bar, wrought, scrap, hoop, pig and Railway Iron, Steel Castings, tin, Cana- da Boiler plate, Crockery, pitch and rosin, rags, grindstones, Sugar, Molas- ses, syrups, dry fish, coal, Salt in bags, and all other merchandize not herein mentioned,	"	10 "
Furniture,	per Cart load.....	10 "
Buggies, Sleighs and Waggon,	each.....	25 "
Fruit and ornamental Trees,	per bundle.....	5 "
Do do	" box.....	20 "
Horses	each	25 "
Horned Cattle,	"	12 $\frac{1}{2}$ "
Sheep and Swine.	"	4 "
Steamers over 75 tons, each time of calling.....		50 "
Schooners and Barges under 75 tons.....		25 "
75 and 100 tons.....		50 "
over 100 tons.....		75 "
Marble and Plaster Stone,	per ton.....	6 "

Marine and Fisheries.

I hereby certify that the foregoing Schedule of Dues or Tolls was approved by His Excellency The Governor General in Council in the 2nd day of June 1870.

W. A. HIMSWORTH,
Clerk Privy Council.

TONNAGE DUES ON AMERICAN VESSELS FREQUENTING
CANADIAN PORTS.

GOVERNMENT HOUSE, OTTAWA,

Wednesday, 22nd day of June, 1870.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the Report of the Commissioner of Customs, dated 21st June, 1870, and approved by the Honorable the Minister of Customs, and under the provisions of the 22nd Section of the Act 33 Vic. Cap. 9, His Excellency in Council, has been pleased to authorize and doth hereby authorize the Minister of Customs, in any or all cases in which it may be shown that British or Canadian Vessels navigating the Inland Waters of Canada, and frequenting American Ports, are charged with lower fees or tonnage duties than are charged on american Vessels frequenting Canadian Ports above Montreal, to reduce the said fees or tonnage dues so payable on the entry and clearance of all Vessels, whether British or American, at Canadian Ports in the Inland Waters aforesaid, to the standard of such fees or tonnage duties as are actually charged on Canadian Vessels on entering and clearing at American Ports.

WM. H. LEE,
Clerk Privy Council.

MASTERS AND MATES. PROCLAMATION PUTTING INTO FORCE
ACT RESPECTING.

A PROCLAMATION.

JOHN A. MACDONALD, } WHEREAS it is, in and by an Act made and
Attorney General, CANADA } passed by the Parliament of Canada in the
Thirty-third year of Our Reign, Chaptered seventeen, and entitled : " An Act
respecting Certificates to Masters and Mates of Ships," amongst other things, in
effect,

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effect, enacted that the said Act shall come into operation upon, from, and after the day, not being earlier than the First day, of January, one thousand eight hundred and seventy one appointed for that purpose in any proclamation by the Governor, to the effect that the same has been approved and confirmed by Her Majesty in Council, which day is, in the said Act, referred to as the commencement of the said Act.

AND WHEREAS the said Act was laid before Us, in Our Most Honorable Privy Council, at the Court at Osborne House, in the Isle of Wight, on the Fourteenth day of January, in this present year, one thousand eight hundred and seventy-one, whereupon we were pleased, by and with the advice of Our Privy Council aforesaid, to declare Our special Confirmation of the said Act, and the same was thereby specially confirmed, ratified, and finally enacted accordingly.

AND WHEREAS We, by and with the advice of Our Privy Council for Canada, have thought fit to appoint the Twenty-fifth day of February, instant, as the day upon which the said Act shall come into operation ;

NOW KNOW YE that We, by and with the advice of Our Privy Council for Canada, do, by this Our Royal Proclamation, declare that the said Act, made and passed by the Parliament of Canada, in the thirty-third year of Our Reign, Chaptered seventeen, and entitled : " An Act respecting certificates to Masters and Mates of ships," has been approved and confirmed by us, in Our Most Honorable Privy Council.

AND WE Do further declare and appoint that the Twenty-fifth day of February, now instant, is the day upon which the said Act shall come into operation, and the said Act is hereby declared to come into operation, and to have full force and effect upon, from, and after the Twenty fifth day of February, now instant, as aforesaid.

OF ALL which Our Loving Subjects and all others whom these presents may concern, are hereby required to take notice and to govern themselves accordingly.

By Command,

J. C. AIKINS,

Secretary of State

24th February, 1871.

Marine and Fisheries.

MASTERS AND MATES—RULES AND REGULATIONS RELATING TO THE EXAMINATION OF CANDIDATES FOR—

NOTICE TO CANDIDATES FOR EXAMINATION AS MASTERS AND MATES, AND

RULES AND REGULATIONS RELATING THERETO.

Place of examination.

THE examinations will be held in the ports of Montreal, Quebec, St. John and Halifax, at such times as may be decided upon by the Minister of Marine and Fisheries, of which due notice will be given.

Testimonials of character, conduct, and ability required.

Testimonials of character and of sobriety, experience, ability and good conduct on board ship, will be required of all applicants, and without producing them, no person will be examined. As such testimonials will have to be closely examined by the examiners for verification, before any certificates can be granted, it is desirable that Candidates should lodge them as early as possible. The testimonials of servitude of foreigners and of British seamen serving in foreign vessels, must be confirmed either by the Consul of the country to which the ship in which the Candidate served belonged, or by some other official authority of that country, or by the testimony of some credible person on the spot, having personal knowledge of the facts required to be established. Upon application to the Board of Examiners, Candidates will be supplied with a form which they will be required to fill up and lodge with their testimonials in the hands of the Examiners.

How time in coasting trade will count.

Where the Board of Examiners are in every respect satisfied with the testimonials of a Candidate, service in the coasting trade may be allowed to count as service, in order to qualify him for a Certificate of competency for a "seagoing ship," as a Mate, and two years' service as Mate in the coasting trade may be allowed to count as service for a Master's Certificate, provided the Candidate's name has been entered as Mate in the Coasting Articles, or other proof satisfactory to the Examiners, and provided he has already passed an examination.

RULES.

The qualifications required for the ranks undermentioned are as follow :

Qualifications for certificates of competency as Mate.

1. A *Mate* or *Only Mate* must be nineteen years of age, and have been four years at sea. (Service in a superior capacity is in all cases to be equivalent to service in an inferior one.)

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2. *In Navigation.*—He must write a legible hand and understand the first five rules of Arithmetic and the use of logarithms. He must be able to work a day's work complete, including the bearing and distance of the port he is bound to, by Mercator's method; to correct the sun's declination for longitude, find his latitude by meridian altitude of the sun, and by single altitude of the same body off the meridian. He must be able to observe and compute the variation of the compass from azimuths and amplitudes; be able to compare chronometers and keep their rates; and be able to find the longitude by them from an observation of the sun by the usual methods. He must be able to lay off the place of the ship on the chart, both by the bearings of known objects, and by latitude and longitude. He must be able to determine the error of a sextant, and to adjust it; also to find the time of high water from the known time at full and change.

3. *In Seamanship.*—He must give satisfactory answers as to the rigging and stripping of ships and stowing of holds; must understand the measurement of the log-line, glass, and lead line; be conversant with the rule of the road, as regards both steamers and sailing vessels, and lights and fog-signals carried by them, and will also be examined as to his acquaintance with "the Commercial Code of Signals for the use of all nations." In addition to which he will be required to know how to moor and unmoor and to keep a clear anchor; to carry out an anchor, and to make the requisite entries in the ship's log. He will also be questioned as to his knowledge of the use and management of the mortar and rocket lines in the case of the stranding of a vessel, as explained in the official log-book. He will also be required to know how to shift large spars and sails; to manage a ship in stormy weather, to take in and make sail, to shift yards and masts, &c., and to get heavy weights, anchors, &c., in and out; to cast a ship on a lee-shore; and to secure the masts in the event of accident to the bowsprit.

4. A *Master* must be twenty-one years of age, and have been six *Master* years at sea, of which at least two years must have been as *Mate* or *Only Mate*.

5. In addition to the qualification for a *Mate* or *Only Mate*, he must be able to find the latitude by a star, &c. He will be asked questions as to the nature of the attraction of the ship's iron upon the compass, and as to the method of determining it. He will be examined in so much of the laws of the tides as is necessary to enable him to shape a course, and to compare his soundings with the depths marked on the charts.

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charts. He will be examined as to his competency to construct jury rudders and rafts ; and as to his resources for the preservation of the ship's crew in the event of wreck. He must possess a sufficient knowledge of what he is required to do by law as to entry and discharge, and the management of his crew, and as to penalties and entries to be made in the official log, and a knowledge of the measures for preventing and checking the outbreak of scurvy on board ship. He will be questioned as to his knowledge of invoices, charter party, Lloyd's agent, and as to the nature of bottomry, and he must be acquainted with the leading lights of the channel he has been accustomed to navigate, or which he is going to use.

Service in
fore and aft
rigged ves-
sels.

6. In cases where an applicant for a Certificate as *Master*, has only served in a fore-and-aft rigged vessel, and is ignorant of the management of a square-rigged vessel, he may obtain a certificate on which the words "Fore-and-aft rigged vessel" will be written. This certificate does not entitle him to command a square-rigged ship. This is not, however, to apply to *Mates*, who, being younger men, are expected for the future to learn their business completely.

Punctuality
of Candidates
attendance.

7. Candidates are required to appear at the examination room punctually at the time appointed.

8. Candidates are prohibited from bringing into the examination room books or paper of any kind whatever. The slightest infringement of this regulation will subject the offender to all the penalties of a failure.

Candidates
injuring ex-
amination pa-
pers.

9. In the event of any Candidate being detected in defacing, blotting, writing in, or otherwise injuring any book or books belonging to the Board, the papers of such candidate will be detained until the book or books so defaced be replaced by him. He will not, however, be at liberty to remove the damaged book, which will still remain the property of the Board.

Candidates
discovered
copying, &c.

10. In the event of any Candidate being discovered copying from another, or affording any assistance or giving any information to another, or communicating in any way with another during the time of examination, he will subject himself to a failure and its consequences.

11. No Candidate will be allowed to work out his problems on a slate or on waste paper.

12. No Candidate will be permitted to leave the room until he has given up the paper on which he is engaged.

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13. Candidates will be allowed to work out the various problems by the method and tables they have been accustomed to use, and will be allowed six hours to perform the work. At the expiration of six hours they will, if they have not finished, be declared to have failed, unless the Board of Examiners see fit to lengthen the period in any special case. If, however, the period is lengthened, in any case the special circumstances of that case and the reasons for lengthening the period must be reported to the Minister of Marine and Fisheries by the Examiners at the time they send in the report.

Time allowed to work out navigation papers.

14. The corrections by inspection, from tables given in many works on navigation, will not be allowed (see Tables IX, XI, and XXI, in Norie's Epitome, &c.) ; every correction must appear on the papers of the Candidates. The first-class are referred to page 519 of the Nautical Almanac, 1867, for further information on this subject.

Corrections by inspection not allowed.

15. Candidates are expected to bring their answers to all problems within, or not to exceed, a margin of one mile of position from a correct result.

16. In finding the longitude by chronometer the logarithms used in finding the hour-angle should be taken out for seconds of arc.

In all other problems the logarithms to the nearest minute will be sufficiently correct for all grades, except Master, from whom a degree of precision will be required, both in the work and in the results, beyond what is demanded from the inferior grade.

17. In every case the examination for Master is to commence with the problems for Mate.

Examination to commence with that of mates

18. In all cases of failure the candidate must be re-examined *de novo*. If a candidate fails in *Seamanship* he will not be re-examined until after a lapse of six months, to give him time to gain experience. If he fails three times in *Navigation* he will not be re-examined until after a lapse of three months.

Re-examination in case of failure.

19. The Examiners are to insert in the Report of Examinations (under heading, Remarks) the words " passed " (or " failed, ") in Commercial Code of Signals, as the case may be.

Examination as to knowledge of commercial code of signals.

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NOTES.

Correcting
declination,
&c.

Candidates will find it more convenient, both here and at sea, to correct the declination and other elements from the Nautical Almanac by the "hourly differences," which have been given in that work in order to facilitate such calculations, they will thereby render themselves independent of any proportionnal or logarithmic table for such purpose.

Standard of
examination
will be raised

As the examinations of Masters and Mates are made compulsory, the qualifications have been kept as low as possible, but it is distinctly to be understood that the Minister of Marine and Fisheries may raise the standard from time to time, whenever, as will no doubt be the case, the general attainments of officers in the merchant service shall render it possible to do so without inconvenience: and officers are strongly urged to employ their leisure hours, when in port, in the acquirement of the knowledge necessary to enable them to pass their examinations; and masters will do well to permit apprentices and junior officers to attend schools of instruction and to afford them as much time for this purpose as possible.

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BY-LAWS, ORDERS, RULES AND REGULATIONS,

OF THE TRINITY HOUSE OF QUEBEC,

In force on the 1st April, 1871.

I. That any Pilot who shall stop or anchor any merchant ship along-side the moorings of Her Majesty's ships (except in case of extreme necessity), shall incur a penalty not exceeding ten pounds currency. Pilots shall not anchor near the moorings of Her Majesty's Ships.

II. That any Pilot who shall take charge of any ship or vessel, as a Pilot, otherwise than his Branch empowers him, shall incur a penalty not exceeding ten pounds currency. Shall not Pilot out of the limits of their branch.

III. That any Pilot who shall lend his Branch to any one, on any account whatsoever, shall incur a penalty not exceeding ten pounds currency. Shall not lend their branch.

IV. That any Pilot who engages to pilot any ship, or vessel, outward bound, shall give notice thereof, personally or in writing, to one or other of the Superintendents of Pilots, or, in their absence, to the Harbor Master of Quebec, before his departure; and shall give like notice of his return to Quebec, under a penalty not exceeding ten pounds currency, for each and every neglect so to do. Shall report their arrival and departure.

V. That every Pilot who observes any alterations in Sand Banks or Channels, or that any buoys or beacons or any floating light are driven away, broken down, or out of place, shall forthwith report the same to one or other of the Superintendents of Pilots, or, in their absence, to the Harbor Master of Quebec under a Penalty not exceeding ten pounds currency, for every neglect so to do. Shall report alterations in Sand Banks, buoys, &c.

VI. That any Pilot who shall refuse or neglect to obey any summons of this Corporation, requiring his attendance, shall incur a penalty not exceeding ten pounds currency, for every such neglect or refusal. Shall appear before the corporation when summoned.

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Shall be temperate and sober in the discharge of their duty.

VII. That any Pilot who shall behave himself uncivilly or not be strictly temperate and sober, whilst in the exercise of the duties of his office, or who shall not use his utmost care and diligence for the safe conduct of every ship or vessel, while under his charge, or who shall not use his utmost care to prevent her from doing damage to others, shall for each and every such offence incur and pay a penalty not exceeding ten pounds currency.

Signals for vessels approaching shoals.

VIII. That every Pilot having charge of any ship or vessel navigating the river St. Lawrence, and seeing any other ship or vessel approaching shoals or other cause of danger, shall immediately inform the officer commanding the vessel under his charge, of the same, who is required immediately to make the necessary signals to such other ship or vessel and every Pilot having charge of, or officer commanding any ship or vessel, who shall contravene this Regulation, shall incur each a penalty not exceeding ten pounds currency.

Shall obey when at the rendez-vous the orders of the superintendents of pilots.

IX. That each and every Pilot cruising below Quebec, shall obey such orders in writing or otherwise as he or they shall from time to time receive from the superintendents of Pilots, or from either of them under a penalty not exceeding ten pounds currency, for each and every instance of disobedience.

Shall report when ballast may be thrown overboard any vessel under their charge out of the limits of the ballast ground.

X. That every Pilot having the charge of any ship or vessel from which Ballast shall be thrown overboard, in any part of the river St. Lawrence, within the Harbor of Quebec, without the limits of the Ballast Ground, fixed and determined by this present By-law, as hereinafter described in the twenty-fourth Article of the same, shall report the fact to the Harbor Master of Quebec, within twenty four hours after such Pilot shall have given up the charge of such ship, or vessel, under a penalty not exceeding ten pounds currency, for every neglect to make such report within the period aforesaid.

Pilots abandoning vessel under their charge within the 48 hours after their arrival.

XI. That if any Pilot, arriving with any vessel in the Harbor of Quebec, who has been required by the Master thereof, to remain in charge of such vessel during the forty-eight hours next after such arrival, shall abandon such vessel, and give up the charge thereof before the expiration of such forty eight hours and before such vessel shall have been made fast to a wharf, or shall have commenced discharging her ballast, or unloading, such Pilot shall for every such offence, incur and pay a penalty not exceeding ten pounds currency.

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XII. That no Pilot, Master, or other person in charge of any ship or vessel, shall anchor any such ship or vessel within two cables' length of any of the wharves in the Harbor of Quebec, except in case of emergency, or for the purpose of immediately hauling alongside any of the said wharves, under a penalty not exceeding ten pounds currency, recoverable from any such Pilot, Master, or other person who shall contravene such regulation, save only when such vessel or vessels are intended to be employed, and afterwards are employed, in picking up lost anchors and chains, or in removing other obstructions in the river St. Lawrence, and who, before so anchoring, shall have received permission, in writing, from the Harbor Master, therefor.

Vessels to anchor at a certain distance from wharves.

Exception.

XIII. That no Pilot, Master, or other person in charge of any ship or vessel, shall anchor any such ship or vessel, at the entrance of, or in the channel extending between the Bank and the Coves at l'*Anse-des-Mères* and upwards, in the Harbour of Quebec, except in cases of emergency, or for the purpose of immediately hauling alongside the wharves or piers of the said Coves, under a penalty of ten pounds currency, to be recoverable from any such Pilot, Master, or other person who shall contravene this regulation.

Not to anchor ships at the entrance of or in the inner channel at l'*Anse-des-Mères*.

XIV. That no Pilot, Master, or other person, in charge of any ship or vessel, shall anchor any such ship or vessel within that part of the channel of the said River St. Lawrence running between the north side of Beaujeu Bank and Crane Island, which is situated opposite to the space designated by the beacons placed on Crane Island aforesaid, marked numbers I and II to the Westward, and numbers III and IV to the Eastward, respectively; the said prohibited space to be reckoned from where the said beacons, numbers I and II, become in a straight line with each other, when passing down the said River from the Westward to where the said beacons, numbers III and IV, in like manner, become in a straight line with each other in passing down the said River to the Eastward, and *vice versâ* when passing up the said River, under a penalty not exceeding ten pounds currency, to be recoverable from any such Pilot, Master, or other person, who shall contravene this regulation.

Vessels not to anchor in a certain part of the river.

XV. That every Pilot for the River St. Lawrence, for and below the Harbor of Quebec, shall take a number from the Clerk of the Trinity House of Quebec, who shall enter in a Register the name of such Pilot, with his distinguishing number opposite; and any Pilot who shall neglect to comply with this regulation, shall incur a penalty not exceeding

Pilots to take numbers.

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ceeding ten pounds, currency; and any Pilot who shall take a number other than that which he shall have received from the said Clerk of the Trinity House, or any Pilot who shall refuse to disclose his number, when thereunto requested by the Master of a vessel under the charge of such Pilot, shall incur a penalty not exceeding ten pounds currency.

Every Pilot to take from the Clerk of the Corporation copies of the statute 12th Vict. ch. 114, and of the By-Laws, &c., of the T. H., and to have them with him when acting as pilot.

XVI. That every Pilot shall take from the clerk of this Corporation, a copy of the said Act of the Parliament of the Province of Canada, passed in the twelfth year of Her Majesty's Reign, and also a copy of the By-Laws, Rules and Regulations of this Corporation, which copies shall be furnished gratis to each Pilot: And it shall be the duty of every Pilot, when in the exercise of his duties as Pilot, to have with him the said copies, as well for his own guidance, and that of his Apprentices, as for the information and guidance of masters of vessels of which any such Pilot may have the charge, under a penalty not exceeding ten pounds currency, for every contravention of this regulation.

Duties of the Senior Superintendent of pilots.

XVII. That it shall be the duty of the senior superintendent of Pilots, to enforce the execution of the said Act of the Parliament of the Province of Canada, passed in the twelfth year of Her Majesty's Reign, and of the several By-Laws, Orders, Rules and Regulations of this Corporation, as far as the same relate to Pilots and their Apprentices.

Duties of the Junior Superintendent of pilots.

XVIII. That it shall be the duty of the Junior Superintendent of Pilots to superintend the Apprentices of Pilots in the exploration of the North Channel, as required by the twenty-second section of the said Act of Parliament of the Province of Canada, passed in the twelfth year of Her Majesty's Reign: it shall also be his duty to attend to all matters having relation to the Buoys and the Light-Ship, as also to visit the Light-houses and other establishments under the control of this Corporation, and to superintend to delivery of Stores and other articles necessary for such establishments when required by the Trinity Board so to do.

Each Superintendent of pilots to do the duty of the other in case of absence or sickness

XIX. That in case of the absence or sickness of either of the Superintendents of Pilots, his duty shall be performed by the other of them.

Period for apprentice pilots to make voyages to Europe.

XX. That the regular voyages to Europe, performed by Apprentice Pilots, as required by the 21st Sec., of the 12th Vic., chap. 114, shall not be commenced before the first day of September of each year, and shall

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shall terminate on the first day of June of each year, both days inclusive, unless such period of termination shall be extended by a reasonable cause, to be established by such Apprentice ; *Provided*, however, that if any such voyage be commenced before the first of October, the Apprentice making such voyage shall have to return and make good, during the season of navigation, such time as he may have given to the said voyage, between the first days of September and of October ; and every such voyage to Europe shall extend to the following spring.

And any such voyage, purporting to have been made under the said section, outside of the above mentioned periods, shall not avail to such apprentice, nor be deemed to have been made as required by the said section.

XXI. No apprentice shall obtain a branch as a Pilot unless he shall have performed, during his apprenticeship, the exploration trips to the North Channel of the River St. Lawrence, in the Trinity House vessel, as provided for by the 22nd Sect. of the 12th Vict., Chap. 114, except that such apprentice shall have been prevented from so doing by illness, or by reason of his absence on one of his voyages to Europe, or that he shall have been exempted therefrom by the said Trinity House, if the said Trinity House see good reason therefor.

Exploration
trips by ap-
prentice pi-
lots.

XXII. That the Master, or Commander of every ship, or vessel arriving in the Harbor of Quebec, from sea, shall hoist the Union Jack at the peak, and keep the same so hoisted from sunrise to sunset, until such vessel shall have been cleared by the proper authority, under a penalty not exceeding ten pounds currency, to be recoverable from any such Master or Commander, who shall contravene this regulation.

Masters of
vessels from
sea shall hoist
the Union
Jack on arriv-
ing in the
Harbor of
Quebec.

XXIII. That the Master or Commander of every ship or vessel arriving in the Harbor of Quebec, from sea, and having on board Emigrants, shall hoist, at the Mizen Peak, the Union Jack under the Ensign of such ship or vessel ; and if neither of such flags be on board, then he shall hoist, in lieu thereof two distinguishing flags, one under the other ; and if the Union Jack or Ship's flag only be on board, then such Union Jack or Ship's flag shall be hoisted, with another distinguishing flag under it, at the Mizen Peak ; and he shall keep the same so hoisted from sunrise to sunset, until such vessel shall have been boarded and inspected by the Medical Officer appointed to perform such duty in the said Harbor of Quebec, under a penalty not exceeding ten pounds currency, to be recoverable from any such Master or Commander who shall contravene this regulation.

Vessels arriv-
ing with Emi-
grants to hoist
a signal.

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Limits of the Ballast Ground, Masters of vessels shall not discharge ballast out of such limits. XXIV. That the following shall be the limits of the Ballast Ground within which ships, or vessels, may discharge the ballast into the river St. Lawrence, within the Harbor of Quebec, that is to say, between St. Martin's Point, and the west end of Beaumont shoals, as near the south shore as the water will admit; and also between the Rivière Chaudière and a line formed by a beacon erected on the hill in rear of Diamond Harbor, and the centre of the Martello Tower, above it, and not nearer to the north shore than in fifteen fathoms water, and not nearer to the south shore than in ten fathoms water, at low water, in neap tides; and any Master, or Commander of any ship or vessel, or the Master of any craft, or any other person whatsoever who shall throw any ballast into the River St. Lawrence, within the Harbor of Quebec, in any place without the foregoing described limits, shall incur for every such offence a penalty not exceeding ten pounds currency.

No Ballast to be thrown in certain parts of the port in less than 12 fathoms of water. XXV. That no ballast shall be thrown into any part of the River St. Lawrence, or into any part of the Rivers, Waters, Creeks, Bays or Coves where the tide ebbs and flows, comprised within the limits of that part of the Port of Quebec, situated below the Eastern limits of the Harbor of Quebec, where there are not at the least twelve fathoms of waters at low tide; and any Master or Commander of any ship or vessel, or the master or person in charge of any craft, or any other person whatsoever, who shall throw, or cause to be thrown, any ballast into the said part of the River St. Lawrence, or into any part of the Rivers, Waters, Creeks, Bays or Coves where the tide ebbs and flows comprised within the limits of that part of the Port of Quebec situated below the Eastern limits of the Harbor of Quebec, where there are not at the least twelve fathoms of water at low tide, shall incur for every such offence a penalty not exceeding ten pounds currency.

Shall not make fast to the shore except to haul in or out immediately. XXVI. That any Master or Commander, of any ship, or vessel, steamboat or river craft, or any other person whatsoever, who shall fasten any chain, cable, hawser, or other rope, or cable across any part of the Harbor of Quebec, or landing places within the said Harbor, other-wise than for the express purpose of hauling in or out, without loss of time, or for the purpose of hauling such ship or vessel, steamboat or river craft off the ground, shall incur a penalty not exceeding ten pounds currency, for every such offence, and any such Master, or commander, or other person aforesaid, who shall not slack out such chain, cable, hawser, rope or cable, when required, in order to give a free and un-interrupted passage to any other ship or vessel having occasion to pass, shall (provided the same can be done without danger) incur a like penalty not exceeding ten pounds currency.

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XXVII. That all ships or vessels lying in front of the wharves adjoining the north side of the following landing places, to wit : the landing place on St. James' Street, and that on St. Antoine Street, shall have their heads pointed down the River St. Lawrence, and that all ships or vessels lying in front of the wharves adjoining the south side of the said landing places, shall have their heads pointed up the River St. Lawrence, under a penalty not exceeding ten pounds currency, to be recoverable from the Master, Pilot or other person in charge of any such ship or vessel which shall be placed in contravention of any or either of these regulations.

How vessels are to lie at certain wharves.

XXVIII. That all vessels lying at the wharves or in tiers within the Harbor of Quebec, shall have their boats lowered down, their yards topped up, as far as practicable, their studding sail boom irons taken off, their sprit sail yards laid fore and aft, and their anchor secured, so as to avoid doing damage to other vessels, under a penalty recoverable from the Master or other person in charge of any such vessel, not exceeding ten pounds currency, for every contravention of the foregoing regulation. And that every vessel shall, within forty eight hours after its arrival in the Harbor of Quebec, have its jib-boom and flying jib-boom rigged in so as not to exceed the length of three feet outside of the cap of her bowsprit, and the same shall be kept so rigged in until she may be about to sail ; and that no vessel shall be allowed to have her jib-boom or flying jib-boom run out within the Harbor of Quebec until after she shall be loaded and at anchor in the stream, under a penalty not exceeding ten pounds currency, to be recoverable from the Master or person in charge of any such vessel for every contravention of any of these regulations.

Booms to be rigged in, and yards topped up alongside of wharves.

Vessels to rig in their jib-booms and flying jib-booms after their arrival.

XXIX. That the Harbor Master of Quebec shall station all ships and vessels which shall hereafter come to the Harbor of Quebec, or any part thereof, or haul into any of the wharves situated within the limits of the said Harbor, and shall regulate the mooring and fastening, and shifting and removal of such ships and vessels, and shall determine how far and in what instances it is the duty of Masters and other persons having charge of such ships or vessels, to accommodate each other in their respective situations, and all disputes which may arise touching or concerning the premises or any or either of them. And any Master or other person having charge of any ship or vessel, who shall refuse or neglect to obey the directions of the said Harbor Master in the premises, or in any or either of them, and any wharfinger or other person who shall resist or oppose such Harbor Master in the execution

Harbor Master shall station all vessels in the Harbor.

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execution of the duties hereby required of him, or of any or either of them, shall for each and every such offence incur and pay a penalty not exceeding ten pounds currency.

Vessels lying at deep water wharves shall have stream anchors.

XXX. That whenever two or more vessels are lying in tiers at any deep water wharf within the Harbor of Quebec, the Master or other person having charge of any and every such ship or vessel (the ship or vessel next to the said wharf excepted), shall cause an anchor with a sufficient cable to be carried from the ship or vessel in charge of such Master or other person, and laid in the stream, as well for the purpose of hauling off, in case of necessity, as for the relief of the ship or vessel lying within: and any Master or other person who shall refuse or neglect to cause to be carried out and laid as aforesaid, such anchor with such sufficient cable as aforesaid, from such ship or vessel as aforesaid, so in charge of such master or other person as aforesaid, shall for every such refusal or neglect incur and pay a penalty not exceeding ten pounds currency.

Masters of vessels shall slack their hawsers to allow another vessel to haul in or out of a wharf.

XXXI. That any Master or other person having the charge of any ship or vessel lying in the Harbor of Quebec, who shall refuse to slack his hawser or chain cable in order to allow another vessel to haul in or out of a wharf, shall incur a penalty not exceeding ten pounds currency.

Vessels having an inside berth at wharves shall allow a free passage over their decks.

XXXII. That when two or more ships or vessels shall lie in the same tier at any of the wharves within the Harbor of Quebec, a free and uninterrupted passage over the deck or decks of the ship or ships, vessel or vessels lying within and next to such wharf, shall be allowed and permitted to all and every person and persons, as well for the purpose of loading and unloading as for all and any purpose of communication between the shore and the ship or ships, vessel or vessels lying without: and any Master or other person having charge of any such ship or vessel so lying within or next to such wharf, or between any two ships or vessels so lying in the same tier as aforesaid, who shall refuse to allow or permit such passage as aforesaid, or shall prevent, impede or obstruct such passage, or the use or enjoyment of such passage, shall incur and pay a penalty not exceeding ten pounds currency for every such refusal or obstruction.

Not more than three tiers of ships and a barge to lie at one wharf.

XXXIII. That not more than three ships or vessels and a barge shall lie in the same tier at any of the wharves within the Harbor of Quebec (except with special permission of the Harbor Master), under a penalty not

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not exceeding ten pounds currency, to be recoverable from the Master, Pilot or other person in charge of any such ship or vessel so lying at any of the said wharves, who shall act in contravention of the foregoing regulations.

XXXIV. That all vessels, as well those newly built as others, shall, when lying at wharves or in any part of the Harbor of Quebec, each have a Master or other responsible person on board in charge, under a penalty not exceeding ten pounds currency, to be recoverable from the owner of each such vessel for every contravention of this regulation.

Vessels lying at wharves or in the Harbor shall have on board a responsible person in charge.

XXXV. That no gun or guns or other fire arms shall be fired on board of any ship or vessel lying alongside of or in tiers in front of any wharf or on any part of the Beaches in the Harbor of Quebec, under a penalty not exceeding ten pounds currency, to be recoverable from the Master or Commander of any ship or vessel on board of which such gun or other fire arms shall be fired.

No guns to be fired on board of vessels lying at wharves or on the Beaches within the Harbor.

XXXVI. That any Master of a ship or vessel, or any other person or persons whatsoever, who shall heat or boil, or cause to be heated or boiled, tar, pitch, turpentine, rosin or grease, for the purpose of graving or breaming vessels, or for any other purpose whatsoever, in the Harbor of Quebec, at a less distance than twenty feet from the vessel to be graved or breamed, and from all other vessels, buildings and wharves shall for each and every such offence incur a penalty of ten pounds currency, and also the like penalty if a proper person does not attend the pitchpot, or kettle, while heating or boiling, prepared with a shovel and a sufficient cover for instantly extinguishing the same in case the combustible matter takes fire, and for completely putting out the original fire when the purpose for which it was kindled is accomplished; and no ship or vessel shall be breamed in any part of the Harbor of Quebec, from Oliver's wharf at *Pointe-à-Carcis*, to Diamond Harbor, both places inclusive (unless in a floating dock or on gridirons), under a like penalty not exceeding ten pounds currency for every contravention of this regulation.

Masters of vessels shall not heat or boil tar, pitch &c., in the harbor, but in a certain way.

XXXVII. That any Master or other person having the charge of any vessel lying at any place in the Harbor of Quebec, from Oliver's wharf at *Pointe-à-Carcis* to Diamond Harbor, both places included, who at any time after the close and before the opening of the navigation, shall, without the express permission of the Trinity House of Quebec, make or suffer to be made on board such vessel so lying, a fire for any purpose whatsoever, shall incur a penalty not exceeding ten pounds currency for each and every such offence.

Shall not make fire on board their vessels within certain limits, after the close and before the opening of the navigation.

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Shall not
make fire be-
fore sunrise
and after sun-
set on board
their vessels
when lying
at wharves in
the Harbor of
Quebec, nor
at any other
time except
in a certain
way.

XXXVIII. That during the season of navigation in each year it shall not be lawful for any ship or vessel lying alongside of or in tiers in front of any of the wharves in the Harbor of Quebec, to have any fire on board, except for the purpose of cooking, and such fire shall be permitted at no other time than from sunrise to sundown, nor unless made in one or more close cambuse of iron or other metal, or of brick or stone, provided always that any such ship or vessel lying as aforesaid at any of the said wharves being deep water wharves, where vessels do not ground, may also have a fire in the cabin, provided the same be made in a stove of metal, brick or stone, that can be closely shut up; and that each and every contravention of the aforesaid regulations in this article mentioned, of or any of them, shall subject the Master or person in charge of any such ship or vessel, on board of which such contravention shall take place, to a penalty not exceeding ten pounds currency.

Masters to
give assistance
to pilots.

XXXIX. That the Master of any ship or vessel being in charge of a branch pilot, refusing or neglecting to provide the requisite assistance to such Pilot for heaving the lead, shall, for every such refusal or neglect, incur a penalty not exceeding ten pounds currency.

Vessels lying
at wharves in
tiers or singly
to have their
hatches cov-
ered over.

XL. That the Master or person having the charge of any ship or vessel lying in a tier or singly alongside of any wharf in the Harbor of Quebec, shall cause the hatchways of such ship or vessel to be secured and completely covered over with hatchings and gratings, immediately after the work of loading or discharging, as the case may be, shall be finished for the day, and the same to continue so covered until the time when the work may recommence in the morning, under a penalty for every neglect so to do, not exceeding ten pounds currency.

Masters of
vessels drop-
ping or losing
anchors, &c.,
to report the
same to the
Harbor Mas-
ter.

XLI. That all Masters and Pilots, or persons in charge of vessels, being within the Port or Harbor of Quebec, which may drop or lose anchors or chain or other cables, shall forthwith report the same to the Harbor Master in writing, describing as nearly as possible the situation and place where such anchors, or chain or other cables may be dropped or lost, under a penalty not exceeding ten pounds currency for every neglect so to do.

Masters of
vessels not to
engage pilots
for a shorter
distance than
to Bic.

XLII. That it shall not be lawful for the Master or person in charge of any ship or vessel proceeding, or about to proceed, to sea on a voyage beyond the limits of this Province, to engage the services of a Pilot for any shorter distance than to Bic Island in the River St. Lawrence,

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rence, nor to discharge the Pilot engaged for or conducting such ship or vessel on such voyage, before she shall have arrived at or opposite to the anchorage at Bic Island aforesaid, nor to consent to the Pilot so engaged for or conducting such ship or vessel on such voyage leaving the ship or vessel before she shall have arrived at or opposite to the anchorage at Bic Island aforesaid, and every Master or person in charge of any such ship or vessel who shall without reasonable cause or excuse contravene any of these regulations, shall incur a penalty not exceeding ten pounds currency for each offence.

Pilots not to be discharged before arriving off the anchorage at Bic.

XLIII. That any person or persons who shall throw dirt, filth, stones or rubbish, of any description whatsoever, over any of the wharves within the Harbor of Quebec, or into any of the docks between the said wharves or upon any of the Landing places or Inlets or on any part of the beaches between high and low water marks, or in any other place within the said Harbor that may in any way impede, injure or obstruct the Navigation, shall for each and every such offence incur and pay a penalty not exceeding ten pounds currency, and shall remove the same at his and their own cost and charge, immediately upon being verbally ordered so to do by the Harbor Master, and shall incur a further penalty not exceeding ten pounds currency, if the same shall not be removed within twenty-four hours after such notice shall have been as aforesaid given.

No dirt, filth, stones, &c., to be thrown over wharves or into any of the dock or upon the landing places.

XLIV. That any person or persons who shall obstruct any of the landing places within the Harbor of Quebec, or who shall encumber any part of the space between high and low water marks of the several beaches within the said Harbor, with timber, masts, logs or rafts, so as to prevent a free continuous and uninterrupted passage and communication from the several streets and lanes of the City of Quebec, leading towards the Rivers St. Lawrence and St. Charles, over the beaches of the same, down to low water mark, to the full breadth of every such street or lane, respectively, shall incur and pay a penalty not exceeding ten pounds currency.

No person to obstruct the landing places or encumber the beaches within the harbor with timber, &c., so as to interrupt the communication from the streets and lanes down to low water mark.

XLV. That no raft of Timber shall hereafter be moored or made fast outside of ships or vessels lying at any of the wharves within the Harbor of Quebec, nor alongside or between any such wharves, so as to prevent any ship or vessel from hauling into any such wharf or out of the same, under a penalty not exceeding ten pounds currency, recoverable from the owner or person in charge of such raft, for every contravention of this regulation.

Rafts not to be made fast outside of ships lying at wharves.

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No person to encumber any of the harbors, creeks or inlets within the Port of Quebec with stones, timber, &c.

XLVI. That all and every person or persons who shall encumber any of the harbors, creeks or inlets within the limits of the Port of Quebec, or in any way obstruct the navigation thereof, with stones, filth, rubbish, timber, logs, spars or rafts, of any kind, to the injury or impediment of ships, vessels of other craft going in or out of the same, shall incur a penalty not exceeding ten pounds currency.

No boats, &c., loaded with firewood or timber to resort to certain prohibited places within the harbor.

XLVII. That no vessel, boat or craft, loaded with firewood or timber of any description, nor any firewood in rafts or cribs, shall hereafter be permitted to enter into or remain at any of the wharves, or landing places within the Harbor of Quebec, from Oliver's wharf, at *Pointe à Carcis*, to Diamond Harbor, both places inclusive, under a penalty not exceeding ten pounds currency, recoverable from the owner, master, or other person in charge of any such vessel, boat or craft, raft or crib, for every contravention of this regulation.

Boats, &c., loaded with hay and straw to repair to the River St. Charles, and nowhere else.

XLVIII. That hereafter all boats or vessels laden in whole or in part with hay or straw, shall repair to the River St. Charles, to dispose of their cargoes, and nowhere else, under a penalty not exceeding ten pounds currency, which penalty shall be recoverable from the Master, owner or other person having charge of any such boat or vessel laden in the whole or in part with hay or straw, who shall contravene this regulation.

Route for the landing of gunpowder from merchant vessels in the Harbor of Quebec.

XLIX. That all gunpowder coming from on board any merchant ship or vessel lying in the Harbor of Quebec, in boats or *bateaux*, shall be landed by the Master or person in charge of any such ship or vessel, during high water, at the landing place, at the foot of St. Thomas Street, in the Lower Town of the City of Quebec, or on the wharf adjoining to the said Street, and at no other landing place, wharf or place within the said City, and shall be conveyed from such landing place, or wharf, through Hope gate, and thence along Rampart Street towards Palace gate, to the powder magazine, and by no other route, under a penalty not exceeding ten pounds currency for every contravention of this regulation.

Boats, &c., resorting to the Lower Town landing place to haul off after landing their passengers, &c., certain boats excepted.

L. That all Pilot Boats or other Boats resorting to the landing places at the Lower Town Market place of the City of Quebec, except such as may have produce on board for market, or such sailing Ferry Boats as may have obtained and possess a Licence or Licences from the Mayor and Councillors of the City of Quebec, under the provisions of any By-Law or By-Laws passed or to be passed by the said last mentioned Corporation,

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Corporation, shall hereafter on approaching the slip or steps thereat, immediately land their passengers or crew and haul off, so as to leave such slip or steps clear, under a penalty not exceeding ten pounds currency, to be recoverable from the owner or person in charge of any such Pilot Boat or other Boat, for every contravention of the aforesaid regulation.

LI. That no pontoon shall be moored or fastened to or along the front, on the River St. Lawrence, of any wharf or wharves, within the Harbor of Quebec, unless the size and dimensions of such pontoon shall have been previously approved of by the Harbor Master of Quebec, under a penalty not exceeding ten pounds currency.

Regulations about pontoons in the Harbor of Quebec.

All and every pontoon or pontoons moored or fastened to or along the front, on the River St. Lawrence, of any wharf or wharves, within the Harbor of Quebec, the size and dimensions of which shall not have been approved of by the Harbor Master of Quebec, shall, on the order of the said Harbor Master, be, by the proprietor or other person in charge thereof, removed within twenty-four hours after such notice, under a penalty of ten pounds currency.

LII. That it shall not be lawful for any person or persons to load, or cause to be loaded on board of any ship or vessel whilst lying at or moored to any wharf situated within the Harbor of Quebec, from the upper line of the East India Wharf to the upper line of the Queen's Wharf, any description of timber whatsoever, under a penalty not exceeding ten pounds currency, to be recoverable from the Master or other person in charge of such ship or vessels for every contravention of this regulation.

Vessels not allowed to load timber while lying at certain wharves.

LIII. That it shall not be lawful for any person or persons to load, or cause to be loaded, on board of any ship or vessel, whilst lying at or moored to the Wharf in the Lower Town of the City of Quebec, commonly called or known as "The East India Wharf," any description of timber whatsoever, and further, that it shall not be lawful for any person or persons to encumber that part of the River St. Lawrence which lies in front of and opposite to the lot of ground upon which the said new Custom House is erected and extending therefrom towards the main Channel of the said River to a distance of one hundred yards, with Timber,, Masts, Deals, Staves, Fire-Wood, Logs or Rafts of any description, or by anchoring within the space aforesaid any Ship, Vessel, Steamboat, Bateau or river craft, whether loaded or unloaded.

Vessels lying at wharves near the new Custom House not allowed to load timber, &c.

or

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Space near the new Custom House not to be encumbered. or in any other manner whatsoever, under a penalty not exceeding ten pounds currency, to be recoverable from the Pilot, Master or other person in charge of any such ship, Vessel, Steamboat, Bateau, or river craft, or other person or persons contravening any one or more of the aforesaid regulations in this present By-law contained, for each and every contravention thereof.

Vessels, &c., lying at shoal water wharves in River St. Charles to remove their anchors. LIV. That all Vessels, Schooners, and other craft so lying at or moored to, or lying between shoal water wharves in the said River St. Charles, and the anchor or anchors of which said Vessels, Schooners and other craft shall have been cast or let go for the purpose of so mooring or coming to such wharves, shall immediately, on being moored or made fast thereto, remove such anchors so as not to interfere with or cause damage to any such other Vessels, Schooners or other craft so coming to such wharves, or going elsewhere in the said River St. Charles, as aforesaid, under a penalty not exceeding ten pounds currency, to be recoverable from the owner, master, or other person in charge of such Vessel, Schooners or other craft, who shall contravene this regulation.

Works and objects covered at high water in the Harbor to be indicated by Beacons and Lights. LV. That proper Beacons be kept during the day, and lights during the night, upon the corners of such wharves or other works in the course of construction as aforesaid, and that all hulls of vessels and wrecks which may be grounded within the said Harbor of Quebec, and for the safety of which it may be necessary to carry out an anchor or anchors, shall, besides being indicated in the manner aforesaid, have the said anchors buoyed, and that the buoys used for so buoying such anchor or anchors shall be the ordinary ship's buoy or cask, not less than thirty gallons, under a penalty not exceeding ten pounds to be recoverable from the person or persons erecting such wharves or other works, on the proprietor or proprietors of such blocks, hulls of vessels, wrecks, or other incumbrances, or the person or persons in charge of the same, for every contravention of any of these regulations.

Anchors of Hulls of vessels and wrecks to be buoyed.

Certain wharves appropriated to the use of steamboats carrying passengers. LVI. That the fronts of the following wharves, situated in the Harbor of Quebec, that is to say : the front next the River St. Lawrence of the Queen's wharf, otherwise called Napoleon wharf, the front next the River St. Lawrence of the wharf commonly called St. Andrew's wharf, shall be and the same are hereby exclusively appropriated for the use and accommodation of steamboats and steam vessels employ-
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ed and used for carrying passengers, and that any master or other person having the charge of any ship or vessel, (other than a steamboat or steam vessel employed and used for carrying passengers), who shall make such ship or vessel fast to, or shall place such ship or vessel along the front or fronts next the River St. Lawrence, of any or either of the said wharves, without a permission in writing, signed by the Harbor Master, shall incur and pay a penalty not exceeding ten pounds currency.

LVII. That the whole front, next the River St. Lawrence, of the wharf commonly called the "East India wharf," on the North shore of the River St. Lawrence, within the Harbor of Quebec, shall be and the same is hereby exclusively appropriated for the use and accommodation of steam vessels navigating between the Harbor of Quebec and the Ports and Harbors within the Gulf of St. Lawrence; and that any Master or other person having charge of any Ship or Vessel, (other than a steam Vessel so navigating between the Harbor of Quebec and the said Ports and Harbors within the Gulf of St. Lawrence,) who shall make such Ship or Vessel fast to, or shall place such Ship or Vessel along any part of the front, next the River St. Lawrence, of the said wharf, without the permission, in writing, signed by the Harbor Master of Quebec, shall incur a penalty not exceeding ten pounds currency, for each and every contravention of the foregoing Rule.

LVIII. That every steamboat or steam vessel employed in the conveyance of passengers, resorting to any of the wharves in the Harbor of Quebec, shall be provided with a good and sufficient stage or gangway exclusively for the use of the passengers or persons coming from or going on board such steamboats or vessels, and every such stage or gangway shall be made of four inch plank and be three feet broad, with ridge ropes on both sides, from the boat or vessel to the wharf, supported by wood or iron stanchions not less than three feet high; and at night a light shall be placed at either end or at any other part of the said stage or gangway, so that the same may be seen clearly from the wharf and the boat or vessel: And the master or person having charge of any such steamboat or vessel, who shall neglect after this order shall take effect, to have a stage or gangway of the before mentioned description placed from such boat or vessel of which he may have the charge, to such wharf, each and every time after such arrival, and immediately after such arrival, shall for every such neglect incur a penalty of ten pounds currency, and any such Master or person having charge of such steamboat or vessel, who shall neglect to have the said gangway lighted at night, as heretofore directed, shall for every such neglect incur a penalty not exceeding ten pounds currency.

Steamboats carrying passengers to have proper gangways for embarkation and disembarkation and to be lighted at night.

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Steamers prohibited from burning wood when within the Harbor.

LIX. That hereafter no boat or vessel propelled by steam shall use or burn wood, for the purpose of raising or keeping up steam, when within the limits of the Harbor of Quebec, under a penalty not exceeding ten pounds currency, recoverable from the owner or person in charge such boat or vessel on board of which wood shall be so used or burned within the limits aforesaid, for every contravention of this regulation.

Every steamboat when aground with in the Port of Quebec shall show certain lights.

LX. That every steamboat, when aground at night within the limits of the Port of Quebec, shall shew three lights horizontally placed over that side of the boat on which other vessels should pass, under a penalty not exceeding ten pounds currency, to be recoverable from the Master or other person in charge, or from the owner of such steamboat, for every contravention of this regulation.

Steamboats carrying passengers between Montreal and Quebec to reduce their rate of speed in certain places and in fogs.

LXI. That all steamboats carrying passengers between Montreal and Quebec shall, when between *Pointe-à-Pizeau* and the Island of Orleans, in the Harbor of Quebec, reduce their rate of speed to half-speed, and that during thick fogs, such steamboats whilst within the the limits of the Port of Quebec, shall not go more than half-speed, "and shall keep a bell ringing...." under a penalty not exceeding ten pounds currency, to be recoverable from the Master or person in charge of, or from the owner of such steamboat, for every contravention of either of these regulations.

Steamboats navigating the Port of Quebec to have posted up in a conspicuous place copy of By-Laws, &c., relating to them.

LXII. That there shall be continually kept on board, and posted up in a conspicuous part of every steamboat and steam-vessel navigating the Port of Quebec, a copy of the By-Laws, Rules and Regulations of this Corporation, which relate to steamboats and steam-vessels, under a penalty not exceeding ten pounds currency, recoverable from the owner or Master or Commander of such steamboat or steam-vessel, for every contravention of this regulation.

Certain wharves appropriated to Grand Trunk Railway Company.

LXIII. That the whole front next the River St. Lawrence, of two certain wharves, and of the landing stage erected between them, situated on the south side of the River St. Lawrence, within the Harbor of Quebec, in the Parish of Notre-Dame de la Victoire, at Point Levi aforesaid, belonging to the said Grand Trunk Railway Company of Canada, and having a frontage altogether of two hundred and ninety feet, English measure, or thereabouts, together with the whole of the two side slips of the said wharves, running on the South-Eastern and South-Western extremities of such frontage in towards the land; as also the whole front next the River St. Lawrence of those two certain

other

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other wharves, and of the landing stage erected between them, also belonging to the Grand Trunk Railway Company of Canada, situated on the North Shore of the River St. Lawrence, in the Harbor of Quebec, having a frontage altogether of one hundred and ninety-four feet, English measure, or thereabouts, and bounded on one side by the Queen's Wharf, and on the other side by other property belonging to Her Majesty, occupied by one Reynar, shall be, and the same are hereby respectively and exclusively appropriated for the use and accommodation of steamboats and other vessels and craft belonging to or employed by the Grand Trunk Railway Company of Canada, in the transportation of passengers, timber, deals, firewood, live stock, goods, wares and merchandizes and other produce and effects across the said River St. Lawrence, from and to the stations of the said Company at Point Levi and Quebec aforesaid, and of such other vessels and craft of every description, as may, from time to time, be engaged in the loading or unloading of iron, timber, rails, railway stock, machinery, or any other materials or effects required for the use of the said Company; and that any Master or other person having the charge of any steamboat, vessel, or other craft (other than a steamboat, vessel, or other craft belonging to or employed by the said Grand Trunk Railway Company of Canada, for the purposes aforesaid, or a vessel or other craft engaged in loading or unloading materials for the use of the said Company as aforesaid,) who shall make such steamboat, vessel or craft fast to, or shall place such steamboat, vessel or craft along any part of the fronts next the River St. Lawrence of the said wharves, or of the landing stages erected between them, or along any part of either of the slips connected with the same, as hereinafter described, without a permission, in writing, signed by the Harbor Master, shall incur and pay a penalty ^{Penalty.} not exceeding ten pounds currency, for each and every contravention of the foregoing regulation.

LXIV. That the whole front next the River St. Lawrence, and the ^{Penalty.} south western side of the wharf, commonly called and known as "Atkinson's wharf," situated within the Harbor of Quebec, shall be and the same are hereby exclusively appropriated to, and for the use and accommodation of Tow Boats, or vessels propelled by steam, and employed in towing vessels to and from the Harbor of Quebec, from and to sea; and that any master or other person having the charge of any ship or vessel, (other than a Tow Boat, or vessel propelled by steam, and employed in towing vessels to and from the Harbor of Quebec, from and to sea,) who shall make such ship or vessel fast to
or

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or shall place such ship or vessel along any part of the front next to the River St. Lawrence or of the south western side of the said wharf, without permission in writing signed by the Harbor Master, shall incur and pay a penalty not exceeding ten pounds currency, for each and every contravention of the foregoing Rule.

How Gangways for passenger steam boats are to be made fast.

LXV. That all Gangways required, by law, for the use of Passengers or persons coming from or going on board Steamboats or Steam Vessels, employed in the conveyance of Passengers, resorting to any of the wharves in the Harbor of Quebec, shall be made fast at both extremities by ropes or chains, fastened to iron rings or wooden blocks, whether such Steamboats or Steam Vessels be lying alongside such Wharves, or alongside Pontoons, or other Steamboats or Steam Vessels; and the master or person having charge of any such Steamboat or Steam Vessel, who shall neglect after this Order shall take effect to have such gangway made fast in the manner above mentioned, each and every time after such arrival, and immediately after such arrival, shall, for every such neglect, incur a penalty not exceeding ten pounds currency.

Penalty.

Free passage allowed over steamers at wharves, to communicate between the shore and steamers outside.

LXVI. That when two or more Steamboats or Steam Vessels, employed in the conveyance of Passengers, and resorting to any of the Wharves in the Harbor of Quebec, shall lie in the same tier at any of the said Wharves, a free and uninterrupted passage, of seven and a half feet in breadth and eight feet in height over the deck or decks of the Steamboat or steam Vessel, or Steamboats or Steam Vessels, lying within and next to such wharf, shall be allowed and permitted to all and every person and persons, as well for the purpose of loading and unloading as for all and any purpose of communication between the shore and the Steamboat or Steam Vessel, or Steamboats or vessels, lying without; and any master or other person having charge of any Steamboat or Steam Vessel, so lying within or next to such Wharf, or between any two Steamboats or steam Vessels so lying in the same tier as aforesaid, who shall refuse to allow or permit such passage, or shall prevent, impede, or obstruct such passage, or the use or enjoyment of such passage, shall incur or pay a penalty not exceeding ten pounds currency, for every such refusal or obstruction.

Penalty.

Wharf appropriated for Transatlantic Ocean Steamers.

LXVII. That the whole front, next the River St. Lawrence, of the wharf, now the property of D. D. Young, and formerly known as Munn's Wharf, situated at the place called Près-de-Ville, on the North shore of the River St. Lawrence, within the Harbor of Quebec and bounded

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bounded on the East side by Smith's Lane, and on the West by the Government property commonly known as the Gunboat Wharf, shall be, and the same is hereby exclusively appropriated for the use and accommodation of Transatlantic Ocean Steamboats and Steam Vessels resorting to the Harbor of Quebec, and the whole front, next the River St. Lawrence, of the wharf, the property of the Quebec Harbor Commissioners, called "Pointe à Carcy Wharf," on the North Shore of the River St. Lawrence, within the Harbor of Quebec, shall be, and the same is hereby exclusively appropriated for the use and accommodation of Transatlantic Ocean Steamboats and Steam Vessels resorting to the Harbor of Quebec, and that any master, or other person, having the charge of any Ship or Vessel (other than a Transatlantic Ocean Steamboat or Steam Vessel), who shall make such Ship or Vessel fast to, or shall place such Ship or Vessel along any part of the front, next the River St. Lawrence, of the said Wharf or Wharves, without a permission in writing signed by the Harbor Master, shall incur and pay a penalty not exceeding ten pounds currency, for each and every contravention of the foregoing Rule.

Certain other wharf appropriated to Transatlantic Ocean Steam Vessels.

WHEREAS, it has become necessary to define the limits of that part of the Port of Quebec, known as the Harbor of Gaspé, and to make Rules and Regulations for the said Harbor of Gaspé, wherefore it is hereby ordered, ordained and enacted by the Trinity House of Quebec, as follows:—

LXVIII. That the said Harbor of Gaspé shall comprise all that part of the Bay and Basin of Gaspé, extending from Sandy Beach on one side, and the place commonly known as the Watering Brook on the other, or North side, to Shoal Water, on the North-West and South-West Arms,

Harbor of Gaspé defined.

LXIX. That the Harbor Master of Gaspé shall station all ships and vessels which shall hereafter come to the said Harbor of Gaspé, or any part thereof, or haul into any of the wharves situated within the limits of the said Harbor, and shall regulate the mooring and fastening, and shifting and removal of such ships and vessels, and shall determine how far and in what instances it is the duty of Masters and other persons having charge of such ships or vessels, to accommodate each other in their respective situations, and shall regulate all disputes which may arise touching or concerning the premises, or any or either of them; and any Master or other person, having charge of any ship or vessel, who shall refuse or neglect to obey the directions of the said Harbor

Harbor Master to station vessels in the Harbor of Gaspé.

Master

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Master in the premises, or in any or either of them, and any wharf-
inger or other person who shall resist or oppose such Harbor Master
in the execution of the duties hereby required of him, or of any or
either of them, shall for each and every such offence incur and pay a
penalty not exceeding ten pounds currency.

Vessels at
wharves in
Gaspé Harbor
to have their
hatchways
covered over.

LXX. That the Master or person having the charge of any ship or ves-
sel lying in a tier or singly alongside of any wharf in the said Harbor
of Gaspé, shall cause the hatchways of such ship or vessel to be secu-
red and completely covered over with hatchings and gratings, imme-
diately after the work of loading or discharging, as the case may be,
shall be finished for the day and the same to continue so covered
until the time when the work may recommence in the morning,
under a penalty, for every neglect so to do, not exceeding Ten Pounds
currency.

Anchors, &c.,
lost or drop-
ped from ves-
sels in Gaspé
Harbor to be
reported to
Harbor Mas-
ter.

LXXI. that all Masters and Pilots, or persons in charge of vessels, being
within the said Harbor of Gaspé, which may drop or lose anchors or
chain or other cables, shall forthwith report the same to the Harbor
Master, in writing, describing as nearly as possible the situation and
place where such anchors or chain or other cables may be dropped or
lost, under a penalty not exceeding Ten Pounds Currency, for every
neglect so to do.

Anchors,
chains and
other things
picked up in
Gaspé Harbor
to be report-
ed to Harbor
Master.

LXXII. That all Masters or persons having charge of vessels within
the said Harbor of Gaspé, which shall pick up anchors or chain or
other cables, or any other thing, shall give notice thereof within a
reasonable time to the Harbour Master, and shall give him a descrip-
tion of such anchors, chain or other cables, or things so picked up,
under a penalty not exceeding Ten Pounds Currency.

Nodirt, &c.,
to be thrown
over wharves
&c., in the
Harbor of
Gaspé.

LXXIII. That any person or persons who shall throw dirt, filth,
stones or rubbish, of any description whatsoever, over any of the whar-
ves within the said Harbor of Gaspé, or into any of the docks between
the said wharves, or upon any of the Landing places or Inlets, or on
any part of the beaches between high and low water marks, or in any
other place within the said Harbour that may in any way impede, in-
jure or obstruct the Navigation, shall, for each and every such offence,
incur and pay a penalty not exceeding Ten Pounds Currency, and
shall remove the same at his and their own costs and charge, immedia-
tely upon being verbally ordered to do so by the Harbor Master; and
shall incur a further penalty, not exceeding ten pounds currency, if
the same shall not be removed within twenty-four hours after such
notice shall have been given as aforesaid.

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LXXIV. That any person or persons who shall obstruct any of the public landing places or public reserves within the said Harbor of Gaspé, with timber, masts, logs or rafts or otherwise, so as to prevent a free, continuous and uninterrupted passage and communication over the said landing places, shall incur and pay a penalty not exceeding ten pounds currency.

LXXV. That every steamboat or steam vessel employed in the conveyance of passengers, resorting to any of the wharves in the said Harbor of Gaspé, shall be provided with a good and sufficient stage or gangway exclusively for the use of the passengers or persons coming from or going on board such steamboats or vessels; and every such stage or gangway shall be made of four inch plank and be three feet broad, with ridge ropes on both sides, from the boat or vessel to the wharf, supported by wood or iron stanchions not less than three feet high; and at night a light shall be placed at either end or any other part of the said stage or gangway, so that the same may be seen clearly from the wharf and the boat or vessel: And the master or person having charge of any such steamboat or vessel, who shall neglect, after this order shall take effect, to have a stage or gangway of the before mentioned description placed from such boat or vessel, of which he may have the charge, to such wharf, each and every time after such arrival and immediately after such arrival; shall, for every such neglect incur a penalty not exceeding ten pounds currency; and any such master or person having charge of such steamboat or vessel, who shall neglect to have the said gangway lighted at night as heretofore directed, shall, for every such neglect, incur a penalty not exceeding ten pounds currency.

LXXVI. That every vessel shall, within forty-eight hours after its arrival in the said Harbor of Gaspé, have its jib-boom and flying jib-boom rigged in so as not to exceed the length of three feet outside of the cap of her bowsprit, and the same shall be kept so rigged in until she may be about to sail; and that no vessel shall be allowed to have her jib-boom or flying jib-boom run out within the said Harbor of Gaspé until after she shall be loaded and at anchor in the stream, under a penalty not exceeding ten pounds currency, to be recoverable from the Master or person in charge of any such vessel, for every contravention of any of these regulations.

LXXVII. That it shall be the duty of the Harbor master to enforce the execution as well of the provisions of the said Act of the Parliament as of the duties of the Harbor Master.

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ment of the Province of Canada, passed in the twelfth year of Her Majesty's Reign, as of all and every the By-Laws, Orders, Rules and Regulations of this Corporation, in relation to the Port of Quebec.

The Harbor Master to demand from the master the draft of water and tonnage of each vessel.

LXXVIII. That it shall likewise be the duty of the Harbour Master to demand from the master or person in charge of every vessel coming into the Harbor of Quebec, the draft of water and tonnage of such ship or vessel, and to register the same in a book, to be kept by him in his office for that purpose, for the information of all whom it may concern.

Duties of the Bailiff of the Corporation.

LXXIX. That it shall be the duty of the Bailiff of this Corporation, when not employed in performing the duties specially imposed upon him by the said Act of the Parliament of the Province of Canada, passed in the twelfth year of Her Majesty's Reign, to look after the steamboats, and steam vessels and the Beaches in the Harbor of Quebec, and to report to the Harbor Master any contravention of the By-Laws, Orders, Rules and Regulations of this Corporation in relation thereto.

Duties of the Clerk and Treasurer.

LXXX. That the Clerk and Treasurer of This Corporation shall perform respectively the duties attached to their respective offices.

Tariff of Fees.

LXXXI. That the following shall be the fees to be received in suits brought before the Trinity House of Quebec, and for delivering and registering Pilots' Branches, and for the other causes hereinafter mentioned, that is to say :—

BY THE ADVOCATE.

For attendance as Counsel on the trial and hearing of any suit or prosecution brought before the Trinity House of Quebec, by the Advocate of Plaintiff or Prosecutor, one pound five shillings currency, and by the Advocate of Defendant, one pound five shillings currency, and the like fee of one pound five shillings currency, for attending as Counsel for, or against, any party in any other proceeding before the Trinity House of Quebec.

BY THE CLERK.

For every Summons, two shillings currency.

For each copy of Summons, six pence currency.

For entry of each suit or prosecution, one shilling and three pence currency.

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For entering up Judgment in each case, three shillings currency.

For copy of any Judgment, if required, two shillings currency.

For every Subpœna, one shilling currency.

For every copy of a Subpœna, six pence currency.

For office copy of any document including the certificate, at the rate of six pence for every hundred words.

For every writ of execution or capias, two shillings currency.

For each Appeal Bond, five shillings currency.

For making up and transmission of any record over and above Office copies of any necessary document, five shilling currency.

For registering Branches obtained previous to the passing of the Provincial Statute, 12 Vict., cap 114, including endorsation of description on the Branch, five shillings currency, each.

For registering and delivering new Branches under the Provisions of the Provincial Statute, 12 Vict., cap. 114, including endorsation of description, twenty shillings currency, each.

BY THE BAILIFF.

For service of every Summons on each defendant, two shillings currency.

For each return of service of each Summons, one shilling currency.

For service of every Subpœna on each witness, two shillings currency.

For return of service of each Subpœna, one shilling currency.

For travelling expenses, if sent out of the limits of the city, at the rate of ten pence per mile.

For the seizure of goods and chattels, exclusive of mileage, but including all other incidental trouble, seven shillings and six pence currency.

For the sale of goods and chattels, exclusive of mileage and of disbursements for advertisements in the newspapers, seven shillings and six pence currency.

For arresting the person on a capias or writ of attachment, ten shillings currency.

For the service of any writ, process or notice not expressly above mentioned, two shillings currency.

For the return of service of any such writ, process or notice, one shilling currency.

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ABSTRACT OF THE ACT 27 & 28 VICTORIA, CAP. 13.

Regulations for preventing collision.

PREAMBLE, Section 2. The following rules with respect to lights, fog signals, steering and sailing and rafts, apply to all the rivers, lakes and other navigable waters whatsoever, within this Province or within the jurisdiction of the legislature thereof.

ART. 1. Every Steamship, under sail and not under steam, considered a Sailing Ship; every Steamship under steam, whether under sail or not, considered a Ship under steam.

Rules concerning lights.

ART. 2. The lights hereinafter mentioned, and no others, shall be carried in all weathers from sunset to sunrise.

ART. 3. Steamships, when under weigh, shall carry :

(a) *At the Foremast Head*, a bright white light so constructed as to show an uniform and unbroken light over an arc of the horizon of twenty points of the compass; so fixed as to throw the light ten points on each side of the ship, viz : from right ahead to two points abaft the beam on either side; and of such a character as to be visible on a dark night with a clear atmosphere, at a distance of at least five miles.

(b) *On the Starboard Side*, a green light so constructed as to show an uniform and unbroken light over an arc of the horizon of ten points of the compass; so fixed as to throw the light from right ahead to two points abaft the beam on the starboard side; and of such a character as to be visible on a dark night with a clear atmosphere, at a distance of at least two miles.

(c) *On the Port Side*, a red light so constructed as to show an uniform and unbroken light over an arc of the horizon of ten points of the compass; so fixed as to throw the light from right ahead to two points abaft the beam on the port side; and of such a character as to be visible on a dark night, with a clear atmosphere, at a distance of at least two miles.

(d) The said green and red side lights shall be fitted with inboard screens, projecting at least three feet forward from the light, so as to prevent these lights from being seen across the bow.

ART. 4. Steamships, when towing other ships, shall carry two bright white mast-head lights vertically in addition to their side lights, so as to distinguish them from other Steamships; each of these mast-head lights shall be of the same construction and character as the mast-head lights which other Steamships are required to carry.

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ART. 5. Sailing ships under weigh or being towed, shall carry the same lights as Steamships under weigh, with the exception of the white mast-head lights, which they shall never carry.

ART. 6. Whenever, as in the case of small vessels, during bad weather, the green and red lights cannot be fixed, these lights shall be kept on deck, on their respective sides of the vessel, ready for instant exhibition, and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision in such manner as to make them most visible, and so that the green light shall not be seen on the port side, nor the red light on the starboard side ; the lanterns containing them shall each be painted outside with the color of the light they respectively contain, and shall be provided with suitable screens.

ART. 7. All Ships, whether Steamships or Sailing ships, when at anchor in roadstead or fairways, shall exhibit where it can best be seen, but at a height not exceeding twenty feet above the hull, a white light in a globular lantern of eight inches in diameter, and so constructed as to show a clear uniform and unbroken light, visible all round the horizon at a distance of at least one mile.

ART. 8. Sailing Pilot Vessels shall not carry the lights required for other Sailing Vessels, but shall carry a white light at the mast-head, visible all round the horizon, and shall also exhibit a flare-up light every fifteen minutes.

ART. 9. Open fishing boats, and other boats, shall not be required to carry the side lights required for other vessels, but shall, if they do not carry such lights, carry a lantern having a green slide on the one side and a red slide on the other side ; and on the approach of or to other vessels, such lantern shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side, nor the red light on the starboard side.

Fishing vessels and open boats when at anchor, or attached to their nets and stationary, shall exhibit a bright white light.

Fishing vessels and open boats shall, however not be prevented from using a flare-up in addition, if considered expedient.

Rules concerning Fog Signals.

ART. 10. Whenever there is a fog, either by day or by night, the Fog Signals described below shall be carried and used, and shall be sounded at least every five minutes, viz :

(a) *Steamships* under weigh shall use a steam whistle, placed before the funnel, not less than eight feet from the deck.

(b) *Sailing Vessels* under weigh shall use a fog horn.

(c) *Steamships and Sailing Vessels* when not under weigh shall use a bell.

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Steering and Sailing Rules.

ART. 11. If two Sailing Ships are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other.

ART. 12. When two Sailing Ships are crossing, so as to involve risk of collision then, if they have the wind on different sides, the ship with the wind on the port side shall keep out of the way of the ship with the wind on the starboard side ; except in the case in which the ship with the wind on the port side is close hauled and the other ship free, in which case the latter ship shall keep out of the way ; but if they have the wind on the same side or if one of them has the wind aft, the vessel which is to windward shall keep out of the way of the ship which is to leeward.

ART. 13. If two Ships under steam are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to port so that each may pass on the port side of the other.

ART. 14. If two ships under steam are crossing so as to involve risk of collision, the ship which has the other on her starboard side shall keep out of the way of the other.

ART. 15. If two Ships, one of which is a sailing vessel and the other a steamship, are proceeding in such directions as to involve risk of collision, the steamship shall keep out of the way of the sailing vessel.

ART. 16. Every steamship when approaching another ship, so as to involve risk of collision, shall slacken her speed, or if necessary, stop and reverse : and every steamship shall, when in a fog, go at a moderate speed.

ART. 17. Every vessel overtaking any other vessel, shall keep out of the way of the said last mentioned vessel.

ART. 18. When, by the above rules, one of the two ships is to keep out of the way, the other shall keep her course, subject to the qualifications contained in the following article.

ART. 19. In obeying and construing these rules due regard must be had to all dangers of navigation, and also to any special circumstances which may exist in any particular case, rendering a departure from the above rules necessary, in order to avoid immediate danger.

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ART. 20. Nothing in these rules shall exonerate any ship, or the owner or master, or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper look-out, or of the neglect of any precaution which may be required by the ordinary practice of seamen or by the special circumstances of the case.

Rafts.

ART. 21. Rafts while drifting or at anchor on any navigable waters, shall have bright fire kept burning thereon from sunset to sunrise; whenever any raft is going in the same direction as another which is ahead the one shall not be so navigated as to come within twenty yards of the other; and every vessel meeting or overtaking a raft shall keep out of the way thereof.

Rafts shall be so navigated and anchored as to cause no unnecessary impediment or obstruction to vessels navigating the same waters.

Harbor of Sorel.

ART. 22. Vessels entering or leaving the port of Sorel shall take the port side, unless otherwise ordered by the Trinity House of Montreal.

Interpretation, &c.

ART. 23, Sec. 3. *Vessel* includes every description: Ship means every vessel not propelled by oars: *Steamships*, every vessel propelled by steam or motive power other than wind or sail. Owner includes Lessee or Charterer having control of navigation.

Sec. 5. Penalty for any default shall be not less than twenty dollars, and not more than two hundred.

Sec. 10. Foreign Ships within Canadian waters in cases of collision, are bound by rules of this act.

Duty of Masters, &c.

Sec. 11. In case of collision between two ships, it shall be the duty of the person in charge of each ship to render to the other ship, her master, crew and passengers (if any) such assistance as may be practicable and necessary to save them from any danger caused, and in case he fails, and in the absence of proof to the contrary, it shall be deemed to have been caused by his wrongful act, &c.

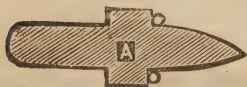
SCHEDULE.

The following Diagrams are intended to illustrate the use of the Lights carried by vessels under the foregoing Act, and the manner in which they indicate to the vessel which sees them the position and description of the vessel which carries them.

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FIRST.—When both Red and Green Lights are seen :

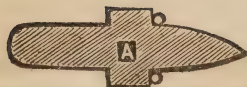
A sees a Red and Green Lights ahead ;—A knows that a vessel is approaching her on a course directly opposite to her own, as B ;



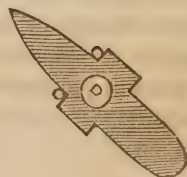
If A sees a White Mast-head Light, above the other two, she knows that B is a steam-vessel.

SECOND.—When the Red, and not the Green Light, is seen :

A sees a Red Light ahead, or on the bow ;—A knows that either, 1, a vessel is approaching her on her port bow, as B ;



or, 2, a vessel is crossing in some direction to port, as D D D.



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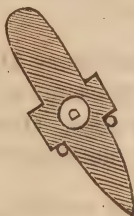
If A sees a White Mast-head Light above the Read Light, A knows that the vessel is a steam-vessel, and is either approaching her in the same direction, as B or is crossing to port in some direction, as D D D.

THIRD.—When the Green, and not the Red Light, is seen :

A sees a Green Light ahead or on the bow :—A knows that either, 1, a vessel is approaching her on her starboard bow, as B ;



or, 2, a vessel is crossing in some direction to starboard, as D D D



If A sees a White Mast-head Light above the Green Light, A knows that the vessel is a steam-vessel, and is either approaching her in the same direction as B, or is crossing to starboard in some direction, as D D D.

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BY-LAWS, ORDERS, RULES AND REGULATIONS,

OF THE

TRINITY HOUSE OF MONTREAL.

THE Master, Deputy Master and Wardens of the Trinity House of Montreal, duly assembled in the City of Montreal, on Wednesday, the Fifteenth day of February, in the year of Our Lord, one thousand eight hundred and sixty, in virtue of the authority vested in them, in and by an Act of the Legislature of the Province of Canada, made and passed in the Twelfth year of Her Majesty's Reign, and intituled: "An Act to repeal a certain Act and Ordinance therein mentioned, relating to the Trinity House at Montreal, and to amend and consolidate the provisions thereof," do ordain and it is hereby ordained:

By-laws, rules and regulations of the Trinity House of Montreal, repealed. *Section 1.*—That all and every the By-laws, Rules and Regulations of the Trinity House of Montreal, now in force, or that have been heretofore ordained shall be and are hereby repealed.

And it is hereby further ordered, ordained and enacted by the authority aforesaid:

Masters of Vessels to report at the Trinity House of Montreal on arrival. *Section 2.*—That every Master or person in charge of every Vessel arriving in the Harbour of Montreal, shall report the arrival of such Vessel, without delay, after arrival, at the Trinity House of Montreal, under a penalty not exceeding ten pounds for each and every offence.

Anchorage of Vessels in the Port of Montreal. *Section 3.*—That no Pilot, Master or person in charge of any vessel at anchor within any part of the Port of Montreal, within the jurisdiction of the Trinity House of Montreal, shall so anchor such vessel as to prevent a free and uninterrupted passage for all other vessels, or a free and safe access to any wharf at which such Vessels are accustomed to take berths, under a penalty not exceeding ten pounds.

Lights, Buoys, &c., removed or destroyed to be replaced. *Section 4.*—That if any floating Light, Light-House, Buoy, Beacon, or other mark, placed or to be placed in any part of the Port of Montreal, or on the land, within the jurisdiction and under the authority of the Trinity House of Montreal, shall be, by accident or otherwise, damaged,

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damaged, removed, carried away or destroyed, by any Vessel, Raft, or Vehicle whatsoever, the Master or person in charge of such Vessel or Vehicle, or the Master or person in charge, owner, consignee or agent of such Raft, shall within forty-eight hours, cause the same, if damaged, to be properly repaired, or if removed, carried away, or destroyed to be replaced, at his proper cost and charge, and in default thereof shall incur a penalty not exceeding ten pounds, and a further like penalty for every succeeding twenty four hours, the same shall not be replaced.

Section 5.—That the Master or person in charge of any Vessel from which any ballast, coals, ashes, cinders, or other thing whatsoever, by which the navigation may be impeded or injured, shall be thrown into any of the navigable waters within the limits of the jurisdiction of the Trinity House of Montreal, but more particularly into Lake St. Peter, or into or near the following Harbours and landing places, namely Montreal, Longueuil, Berthier, Sorel, Port St. Francis, Three Rivers, Batiscan, Chambly and St. John's, or at or near any wharf or landing place, shall incur a penalty not exceeding ten pounds for each and every offence.

Ballast, ashes, &c., not to be thrown into any of the navigable waters.

Section 6.—That in order not to obstruct the light in the Upper Light-house at Repentigny, no Vessel shall be anchored or moored opposite the Village of Repentigny, between the said Lights, and the yellow house known as Lachapelle's, under a penalty not exceeding ten pounds for each and every offence against the Master, Pilot, or person in charge, the owner or agent of such Vessel.

Vessels, &c., not to anchor between the Upper Light and Lachapelle's House Repentigny.

Section 7.—That no Vessel or Raft, while under weigh or drifting down, shall trail her anchor, under a penalty not exceeding ten pounds for each and every offence, against the Master, Pilot or person in charge, the owner or agent of such Vessel or Raft.

Vessels and Rafts not to trail their anchors.

Section 8.—That all and every the person or persons who shall encumber the navigable part of the River St. Lawrence, the River Richelieu, the River Yamaska, the passage called the Doré, the Channel du Moine, or other navigable waters within the limits of the jurisdiction of the Trinity House of Montreal, or any of the Harbours, creeks, inlets and beaches within the said limits, or in any way obstruct the navigation thereof with stones, filth, rubbish, timber logs, spars, rafts or cribs wrecks of Steamers or other Vessels, shall incur a penalty not exceeding ten pounds for each and every offence, and a further like penalty, for

Navigable waters not to be encumbered or obstructed.

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for neglecting or refusing to remove or cause to be removed any such incumbrances or obstruction within ten days after being required so to do by the Registrar or other Officer in the service or employment of the Trinity House of Montreal, and a further like penalty for every subsequent ten days such incumbrances or obstructions shall not be removed.

No person to interfere with the Registrar or other Officer in the service or employment of the Trinity House of Montreal, while in the execution of the duties prescribed to him or them by the present regulations, shall incur a penalty not exceeding ten pounds.

Section 9.—That all persons interfering with the Registrar or any other Officer in the service or employment of the Trinity House of Montreal, while in the execution of the duties prescribed to him or them by the present regulations, shall incur a penalty not exceeding ten pounds.

Regulations respecting Pilots.

No Pilot to lend his Branch.

Section 10.—That no Pilot shall lend or in any manner dispossess himself of his Branch to any person whomsoever, under a penalty not exceeding ten pounds for each and every offence.

No Pilot to exceed the powers of his Branch.

Section 11.—That no Pilot shall take charge of any Vessel as a Pilot otherwise than as his Branch empowers him, under a penalty not exceeding ten pounds.

Every Pilot to provide himself with a copy of the By-laws.

Section 12.—That every Pilot shall provide himself with a copy of the By-law or By laws in English and French, ordained by the Trinity House of Montreal, and retain the same about his person when in the discharge of his duty, and exhibit the same to the Master or person in charge of the Vessel on Board of which he is acting as Pilot, for the use of such Master or person in charge, whilst the said Pilot has charge of such Vessel, under a penalty not exceeding ten pounds.

No Pilot to disobey any Summons of this Corporation.

Section 13.—That no Pilot shall disobey any summons of the Trinity House of Montreal, under a penalty not exceeding ten pounds, nor shall any Pilot in attendance upon the Trinity House of Montreal, absent himself until regularly discharged, under a further like penalty.

Every Pilot to obey requisition of Members of the Trinity House of Montreal.

Section 14.—That every Pilot being in Montreal, and not engaged to Pilot any Vessel thence, shall, when thereunto required by the Registrar, or by the Master, Deputy Master, or any of the Wardens of the Trinity House, repair on Board and take charge of any Vessel requiring a Pilot, and continue in charge according to the tenor of the requisition made to him, under a penalty not exceeding ten pounds.

Pilots to take charge of Vessels in

Section 15.—That every Pilot shall, when thereunto required by requisition signed by the Master, Deputy Master, or Registrar of the Trinity

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Trinity House of Montreal, repair on board and take charge of any Vessel of any denomination in Her Majesty's Service, or in the Provincial service, and continue in such charge according to the tenor of such requisition, under a penalty not exceeding ten pounds.

Her Majesty's Service, or Provincial Service, when required.

Section 16.—That when any Pilot shall have gone on board, or shall have agreed with the owner or Master of any Vessel not in Her Majesty's or Provincial Services, or with any Agent on behalf of such Vessel as a Pilot, he shall perform his part of the agreement according to the tenor thereof, subject nevertheless to such orders as he may receive from the Trinity House of Montreal, under a penalty not exceeding ten pounds.

Pilot to perform his agreement with any Master.

Section 17.—That any Pilot who engaged to Pilot any Vessel from the Harbour of Montreal to Quebec or to any intermediate place, shall give notice thereof, personally, or in writing to the Registrar of the Trinity House of Montreal, before his departure, and a like notice on his arrival at Montreal, after having piloted any Vessel bound upwards, under a penalty not exceeding ten pounds.

Pilots to give notice when engaged to pilot a Vessel

Section 18.—That every Pilot who shall have taken charge of any Vessel from Montreal to Quebec, shall remain on board such Vessel, until such Vessel shall have been safely moored, to the satisfaction of the Master or person in charge, under a penalty not exceeding ten pounds.

Pilots in charge of Vessels from Montreal to Quebec, to remain on board until such Vessel shall have been safely moored.

Section 19.—That every Pilot in charge of any Vessel piloted into the Harbour of Montreal, shall be bound to remain on board such Vessel for one hour after such Vessel shall have been secured to or alongside of any wharf, unless sooner discharged by the Master owner, or person in charge, under a penalty not exceeding ten pounds.

Pilots in charge of Vessels from Quebec to Montreal to remain on board one hour after such Vessel shall have been safely secured.

Section 20.—That every Pilot who shall observe any alteration in sand banks or channels, or that any buoys, beacons, or floating light shall have been driven away or are out of place, or broken down, or any of the lights in Light-houses not properly lighted, shall forthwith give notice thereof either personally or in writing to the Registrar of the Trinity House of Montreal, under a penalty not exceeding ten pounds.

Pilots to give notice of alterations in sand banks, channels, injury to leading marks or lights not properly lighted.

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No Pilot to demand higher pilotage than is allowed by Law.

Section 21.—That any Pilot who shall demand or receive any higher or greater sum for the pilotage of any Vessel than is by Law allowed, shall incur a penalty not exceeding ten pounds.

*

No Pilot to secrete any seaman or apprentice.

Section 23.—That any Pilot or apprentice to a Pilot, who shall be found aiding or assisting any seaman or apprentice legally bound to any Master of any Vessel, to secrete himself, or who shall be found facilitating in any way the desertion of any seaman or apprentice legally bound, shall incur a penalty not exceeding ten pounds.

Any Pilot not acting for two full and consecutive years, to lose his Branch.

Section 24.—That every Branch Pilot who shall hereafter be two full and consecutive years, without acting as Pilot (unless in case of sickness, unavoidable absence or special permission from the Trinity House of Montreal,) shall be liable to a penalty of ten pounds, and a further like penalty for every additional year, wherein he shall not act as Pilot; provided always, that any Branch Pilot who shall be two years without acting as Pilot, but shall give notice to the Registrar of the Trinity House of Montreal, in the course of such two years, that he wishes to cease to act as Pilot, shall loose his Branch, but not incur the penalty.

Pilot to behave well and be sober.

Section 25.—That any Pilot who shall behave himself uncivilly, or not be strictly temperate and sober whilst in the exercise of the duties of his Office, or who shall not use his utmost care and diligence for the safe conduct of every Ship or Vessel, (whether in tow of a Steam Vessel or not) while under his charge, or who shall not use his utmost care to prevent her from doing damage to others, shall for each and every such offence incur and pay a penalty not exceeding ten pounds.

Pilot to report Ballast, &c., thrown into navigable waters.

Section 26.—That any Pilot who shall be on board any Vessel from which shall be thrown into the navigable waters within the jurisdiction of the Trinity House of Montreal, any ballast or other thing whatsoever, and shall neglect or refuse to report the same to the Registrar of the Trinity House of Montreal immediately upon his arrival in the Harbour of Montreal, or any other Pilot who shall have seen the offence committed, or who shall have knowledge thereof, and who shall neglect or refuse to report the same as hereinbefore ordered, shall incur a penalty not exceeding ten pounds.

* Section 22 repealed.

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Section 27.—That when any dredging Vessel belonging to the Harbour Commissioners is employed in the Channel opposite the Harbour of Montreal, Pilots having Vessels in charge are required not to leave the Harbour without first giving notice of such their intention at the Office of the Harbour Commissioners under a penalty not exceeding ten pounds.

Pilots to give notice to Dredging Vessels.

Regulations respecting Steam Vessels.

Section 28.—That all Steam Vessels navigating the waters within the limits of the jurisdiction of the Trinity House of Montreal, (those using coal for generating Steam excepted,) shall have a wire cap or caps to their chimney or chimneys, (the interstices of which shall not be more than one quarter of an inch square,) to be fitted over the chimney or chimneys, so as to prevent sparks issuing therefrom while lying at any wharf or when approaching or leaving the shore, or when towing any Vessel or Vessels at any place within the limits of the jurisdiction of the Trinity House of Montreal, under a penalty not exceeding ten pounds, to be recovered from the master, or owner of such Steam Vessel or Vessels.

Steamers to have Caps to their Chimneys.

Section 29.—That every Steam Vessel whilst navigating within the limits of the jurisdiction of the Trinity House of Montreal, during thick fogs, shall reduce the rate of speed, to not exceeding half-speed, under a penalty not exceeding ten pounds, to be recovered from the Master or person in charge of, or from the owner or agent of such Steam Vessel, for every contravention of this Regulation.

Steamers in thick Fogs to reduce their speed.

Regulations for the Rivers Richelieu, Yamaska, and Harbour of Sorel.

Section 30.—That no Pilot, Master or person in charge of any Vessel or Raft shall anchor or moor such Vessel or Raft, either in the St. Lawrence, Richelieu, Yamaska, or Channel du Moine, or any part of the Harbour of Sorel, so as to prevent a free and uninterrupted passage for all other Vessels or Rafts, or a free and safe access to, or egress from the said Harbour, or to and from any wharf at which any Vessel is accustomed to take her berth, under a penalty not exceeding ten pounds, against the Pilot, Master, owner, agent, or person in charge.

No Vessel or Raft to be anchored in the St. Lawrence, River Richelieu, Yamaska or Harbour of Sorel, so as to impede other Vessels or Rafts.

Section 31.—That no raft shall be anchored or moored lower down in the Harbour of Sorel, than one hundred feet above the Grist Mill, and every such Raft shall be moored or anchored on the west side of the River so as not to extend further out in the stream than one hundred feet above the Grist Mill.

No Raft to be anchored in Harbour of Sorel lower down than 100 feet above Grist Mill.

Marine and Fisheries.

and fifty feet from the beach, under a penalty not exceeding ten pounds, against the Pilot, Master or person in charge, the owner or agent of such Raft, and a further like penalty for every succeeding twenty-four hours such Raft shall have remained so anchored or moored.

Wrecks of Steamers and other Vessels in Rivers Richelieu and Yamaska, Harbour of Sorel, &c., to be removed.

Section 32.—That every wreck or wrecks of Steamers or other Vessels now encumbering the beaches of the Harbour of Sorel, of the Rivers Richelieu and Yamaska, and of the Channel called the Channel du Moine, and the Doré, or obstructing the navigation of the said Rivers, Channels or Harbours, shall be removed immediately after the passing of these Regulations under a penalty of ten pounds against the owner thereof, and a further like penalty of ten pounds for every subsequent period of ten days, during which such wreck or wrecks, shall not have been removed.

No Rafts to be moored or anchored so as to impede navigation of Rivers Richelieu and Yamaska.

Section 33.—That no Raft shall be anchored or moored in the Rivers Richelieu and Yamaska, so as to incommode or obstruct the free navigation of the Rivers, under a penalty not exceeding ten pounds against the owner, Master or person in charge thereof, for each and every offence.

Steam Vessels leaving Harbour of Sorel, at night, stern foremost to show a distinguishing Light.

Section 34. That all Steam Vessels departing from the Harbour of Sorel, at night, stern foremost, shall carry a distinguishing red light at the head of the flag staff at the stern, and shall continue to carry such light until clear of the entrance of the said Harbour, under a penalty not exceeding ten pounds against the owner, Master or person in charge thereof, for each and every offence.

No steamer to take an outside berth in Harbour of Sorel except to tranship Freight.

Section 35. That no Steam or other Vessel in the Harbour of Sorel, from sunset to sunrise, shall lie at an outside berth, so that two Steam or other Vessels shall not be abreast at any wharf excepting while transshipping freight, to the risk, inconvenience and detention of the Mail and other Steamers entering or leaving the said Harbour, under a penalty not exceeding ten pounds, recoverable from the owner, agent, Master or person in charge of such Steam or other Vessel, contravening this Regulation.

Rafts in tow to keep the Starboard side.

Section 36.—That all Rafts towed up the Richelieu River, shall be kept to the starboard or right hand side of the River, so as to give a free passage at all times to all other Vessels or Rafts requiring to pass up or down the River, under a penalty not exceeding ten pounds for each and every offence, recoverable from the owner, Master, or person in charge.

Marine and Fisheries.

Section 37.—That no Vessel or Crib shall anchor or moor in the River Yamaska within six (6) arpents from the head of the Island called “*Isle de Rouches*” to the entrance of the passage called the Doré, nor within the said passage or Channel called the Doré, from its said entrance up to the head of the Island called *Isle Beauchemin*, under a penalty not exceeding ten pounds to be incurred by the Pilot, the Master, or person in charge, the owner or agent, and another like penalty for each subsequent twenty-four hours during which such Vessel or Crib shall be anchored or moored in the said places in contravention of this section.

No Vessel or Crib to anchor within 6 arpents of head of *Isle de Rouches*.

Section 38.—That all Vessels and Cribs whenever they shall be obliged to cast anchor or moor in the passage or Channel called the Doré above the head of *Isle Beauchemin*, shall anchor or moor on the north side of the Channel as near to the shore as possible and in one serial line ; and during the time they are there anchored or moored, shall have their yards topped or braced up fore and aft, the booms rigged in as far as possible, under a penalty not exceeding ten pounds to be incurred by the Pilot, Master, or person in charge, the owner or agent of such Vessels or Cribs, and another like penalty for each subsequent twenty-four hours during which such Vessels or Cribs shall be anchored or moored in said place in contravention of this section.

Vessels and Cribs to anchor on North side of the Doré channel

Section 39.—That the word “Vessel” when made use of in the foregoing Regulations is to be understood as comprehending and meaning every description of floatting Vessels, and that the word “owner” shall comprehend and mean a part owner or owners.

Explanatory Regulations.

ANDREW SHAW, Master,
W. BRISTOW, Deputy Master,
WM. EDMONSTONE, Warden,
J. L. BEAUDRY, Warden,
T. MORLAND, Warden,
PIERRE COTTÉ, Warden,

[L. S.]

E. D. DAVID,

Registrar T. H. Montreal.

*Marine and Fisheries.**Ordained, 21st March, 1861.**Sanctioned, 18th April, 1861.**Published, 27th April, 1861.*BY-LAWS, ORDERS, RULES AND REGULATIONS OF THE
TRINITY HOUSE OF MONTREAL.

THE Master, Deputy Master and Wardens of the Trinity House of Montreal, duly assembled in the City of Montreal, on the twenty-first day of March, in the year of Our Lord, one thousand eight hundred and sixty-one, in virtue of the authority vested in them, in and by an Act of the Legislature of the Province of Canada, made and passed in the Twelfth year of Her Majesty's Reign, and intituled : "An Act to repeal a certain Act and Ordinance therein mentioned, relating to the Trinity House at Montreal, and to amend and consolidate the provisions thereof," do ordain and it is hereby ordained :

Rafts opposite to Isle aux Raisins to leave the Ship Channel

Section 1.—That all Rafts descending the River, whether in tow of a Steamer or otherwise, shall, when opposite to Isle aux Raisins, leave the Ship Channel and follow the Straight Channel marked by two Beacons on Isle à la Pierre, keeping the said Beacons in a line, and passing to the South of Buoys placed to mark the Channel for Rafts, under a penalty not exceeding ten pounds against the Owner, Master, or person in charge of the Steamer towing the Raft, or against the Owner, Master, or person in charge of the Raft, contravening this Regulation.

Name of the Owner of Rafts to be legibly painted on a board, and affixed to Raft.

Section 2.—That all Rafts navigating the waters, within the limits of the jurisdiction of the Trinity House of Montreal, shall have the name of the owner or owners thereof legibly painted in letters not less than eighteen inches long on both sides of a board not less than five feet in height to be affixed to the *Cabane* or other permanent place on the Raft, so as to be easily discernible, under a penalty not exceeding ten pounds against the Owner, Master, or person in charge thereof.

Rafts to keep to northward of Isle de Laurier and Isle Bellegarde.

Section 3.—That all Rafts descending the River, whether in tow of a Steamer or otherwise, shall keep to the northward of Isle de Laurier, or Lorette Island, and Isle Bellegarde, under a penalty not exceeding ten pounds, against the Master, Owner, or person in charge of the Steamer towing the Raft, or against the Master, Owner or person in charge of the Raft contravening this Regulation.

ANDREW SHAW, Master,
W. BRISTOW, Deputy Master,
W. EDMONSTONE, Warden,
J. L. BEAUDRY, do.
T. MORLAND, do.
P. E. COTTE, do.

[L. S.]
E. D. DAVID,
Registrar.

Marine and Fisheries.

*Ordained, 20th Nov. 1861.
Sanctioned, 2nd Dec., 1861.
Published, 7th Dec., 1861.*

BY-LAWS ORDERS, RULES AND REGULATIONS OF THE
TRINITY HOUSE OF MONTREAL.

WHEREAS it is necessary to prevent the obstruction of the Channel opposite Sorel, and regulate the anchoring of Ships, Steamers and other Vessels there, during the Winter, in such a manner as to prevent accidents by fire—

The Master, Deputy Master and Wardens of the Trinity House of Montreal, duly assembled in the City of Montreal, on Wednesday, the Twentieth day of November, in the year of Our Lord, one thousand eight hundred and sixty-one, in virtue of the authority vested in them, in and by an Act of the Legislature of the Province of Canada, made and passed in the Twelfth year of Her Majesty's Reign, and intitled: "An Act to repeal a certain Act and Ordinance therein mentioned relating to the Trinity House of Montreal, and to amend and consolidate the provisions thereof," do ordain, and it is hereby ordained:—

Section 1.—The Master or person in charge of every Vessel, Ship, Steamer, Barge, Bateau, or other River Craft, arriving in the Harbour of Sorel, for winter quarters, shall, without delay, report his arrival to the Registrar or other Officer or person in the employ of the Trinity House of Montreal, who shall, according to his discretion, and in conformity with the following Rule, and Regulations, assign to such Vessel, Ship, Steamer, Barge, Bateau or other River Craft, the berth it shall occupy for the winter season, and such assignment of a berth may be made by a verbal notice to the master or person in charge, and no Ship, Steamer, Vessel, Barge, Bateau or other River Craft, shall take up or occupy any berth in the said Harbour, unless such berth shall have been assigned to her by the Registrar or other Officer or person in the employ of the Trinity House of Montreal, under a penalty not exceeding ten pounds for each and every offence against the Master, Pilot or person in charge, the owner or agents of such Vessel.

Master of every vessel to report arrival immediately, in order to be assigned a berth for winter quarters.

Section 2.—That no Steamer or Vessel shall anchor or be moored for winter quarters nearer a wharf, at Sorel, than at the distance of ten feet therefrom under a penalty not exceeding ten pounds for every such offence, against the Master, Pilot, or person in charge, the owner or agent of such Vessel, and a further like penalty for refusing or neglecting to remove the same if anchored or moored at a less distance from

No vessel to be anchored nearer a wharf than ten feet.

Marine and Fisheries.

from the wharf than ten feet, within one hour after being required so to do by the Registrar or other Officer or person in the service of the Trinity House of Montreal, and a further like penalty for every subsequent day such Vessel shall not be removed.

Not more than two vessels to be anchored abreast at the wharffor winter quarters.

Section 3.—That not more than two Vessels or Steamers shall be abreast for Winter quarters at any of the Wharves of the said Harbour of Sorel, and the outside Vessel or Steamer shall be at a distance of ten feet from the inner one, under a penalty not exceeding ten pounds for every such offence, against the Master, Pilot, or person in charge, the Owner or Agent of such Vessel, and a further like penalty for refusing or neglecting to remove the same, within one hour after being required so to do by the Registrar or other Officer or person in the service of the Trinity House of Montreal, and a further like penalty for every subsequent day such Vessel shall not be removed.

No vessel to be moored for winter quarters longitudinally nearer another than thirty feet.

Section 4.—That no Vessel or Steamer shall be anchored or moored at any of the wharves of Sorel for winter quarters nearer another Vessel or Steamer longitudinally, than thirty feet therefrom, under a penalty not exceeding ten pounds for every such offence, against the Master, Pilot or person in charge, the Owner or Agent of such Vessel, and a further like penalty for refusing or neglecting to remove the same, if anchored or moored at a less distance than thirty feet longitudinally, within one hour after being required so to do by the Registrar or other Officer or person in the service of the Trinity House of Montreal, and a further like penalty for every subsequent day such Vessel shall not be removed.

No Schooner or small craft to be anchored for winter quarters between entrance to Harbour and Steam Mill.

Section 5.—That no Schooners, Barges, Bateaux or other small River Craft, shall be placed, anchored or moored for winter quarters in the Harbour of Sorel, between the space comprised from the entrance to the said Harbour to the point opposite the building known as the Steam Mill, under a penalty not exceeding ten pounds for every such offence against the Master, Pilot, or person in charge, the Owner or Agent of such Vessel, and a further like penalty for refusing or neglecting to remove the same within one hour after being required so to do by the Registrar or other Officer or person in the service of the Trinity House of Montreal and a further like penalty for every subsequent day such Schooners, Barges, Bâteaux or other small Vessels or River Craft, shall not be removed.

ANDREW SHAW, Master.
WM. BRISTOW, Deputy Master.
WM. EDMONSTONE, Warden.
J. L. BEAUDRY, do.
H. STARNES, do.
V. HUDON, do.
T. MORLAND, do.
P. E. COTTÉ, do

[L. S.]
E. D. DAVID, Registrar.

*Marine and Fisheries.**Ordained 29th July, 1863.**Sanctioned, 6th August, 1863.**Published, 15th August, 1863.*BY-LAWS, ORDERS, RULES AND REGULATIONS OF THE
TRINITY HOUSE OF MONTREAL.

THE Master, Deputy-Master and Wardens of the Trinity House of Montreal, duly assembled in the City of Montreal, on Wednesday, the Twenty-ninth day of July, in the year of Our Lord, one thousand eight hundred and sixty-three, in virtue of the authority vested in them in and by an Act of the Legislature of the Province of Canada, made and passed in the twelfth year of her Majesty's reign, and intituled: "An Act to repeal a certain Act and Ordinance therein mentioned, relating to the Trinity House of Montreal, and to amend and consolidate the provisions thereof," do ordain, and it is hereby ordained:—

That whenever any vessel, raft or craft shall pass over, or strike against, or touch or in any way interfere with any buoy or mark placed for the purpose of Navigation in the river Saint Lawrence, or in any other rivers within the jurisdiction of the said Trinity House of Montreal, (Lake St. Peter inclusive,) the Master or person in charge of such vessel, raft or craft, and the Master or person in charge of any vessel towing the same, shall each, for every such offence upon conviction by one competent witness before the said Trinity House of Montreal, forfeit and pay a penalty not exceeding twenty pounds currency.

(Signed,) { LOUIS MARCHAND, Master.
J. L. BEAUDRY, Warden.
HENRY STARNES, do
VICTOR HUDON, do
THOMAS MORLAND, do
PIERRE COTTÉ, do

[L. S.]

E. D. DAVID,

Registrar T. H., Montreal.

*Marine and Fisheries.**Ordained, 8th March, 1864.**Sanctioned, 16th April, 1864.**Published, 23rd April, 1864.*BY-LAWS, ORDERS, RULES AND REGULATIONS OF THE
TRINITY HOUSE OF MONTREAL.

THE Master, Deputy Master and Wardens of the Trinity House of Montreal, duly assembled in the City of Montreal on Tuesday the eight day of March, one thousand eight hundred and sixty-four, in virtue of the authority vested in them, in and by an Act of the Legislature of the Province of Canada, made and passed in the Twelfth year of Her Majesty's Reign, and intituled: An Act to repeal a certain Act and Ordinance therein mentioned, relating to the Trinity House of Montreal, and to amend and consolidate the provisions thereof," do ordain and it is hereby ordained:—

Pilots to report Accidents at Trinity House of Montreal.

"That whenever any accident shall occur to or be caused by any Vessel whilst in charge of a Pilot for and above the Harbour of Quebec, it shall be the duty of such Pilot, forthwith, after he shall cease to be in the actual charge of such Vessel, to repair to the office of the Trinity House at Montreal, and there personally report himself and the accident that has occurred, to the Registrar of the said Trinity House of Montreal, and that in default of his so doing, such Pilot shall, for each and every neglect so to do, forfeit and pay a penalty not exceeding twenty pounds currency.

L. MARCHAND, Master.

T. MORLAND, Warden.

BENJ. LYMAN, Do.

[L. S.]

E. D. DAVID,

Registrar.

Marine and Fisheries.

Ordained, 1st August, 1864.
Sanctioned, 20th August, 1864.
Published, 27th August, 1864.

BY-LAWS, ORDERS, RULES AND REGULATIONS OF THE
TRINITY HOUSE OF MONTREAL.

WHEREAS it is necessary to prevent the obstruction of the River Richelieu and the wharves thereon, opposite the town of Sorel :

The Master, Deputy Master, and Wardens of the Trinity House of Montreal duly assembled in the City of Montreal, on Monday, the first day of August in the year of Our Lord one thousand eight hundred and sixty-four, in virtue of the authority vested in them, in and by an Act of the Legislature of the Province of Canada, made and passed in the twelfth year of Her Majesty's Reign, and intituled : " An Act to repeal a certain act and ordinance therein mentioned relating to the Trinity House at Montreal, and to amend and consolidate the provisions thereof," do ordain, and it is hereby ordained :—

The Master or person in charge of every Steamer towing any Vessel or Vessels, Barge or Barges, Bateau or Bateaux, or other description of Craft, in the River Richelieu, whenever such Steamer calls or stops at the port of Sorel for any cause whatever, shall be bound to leave the Vessel or Vessels, Barge or Barges, Bateau or Bateaux, or other description of Craft in Tow of such Steamer, either in the River St. Lawrence or in that part of the River Richelieu which is above the Ferry at the foot of George Street of the said town of Sorel ; the whole in such wise as in no way to obstruct the navigation of either of the said Rivers or the wharves on the said River Richelieu opposite the said town of Sorel, or any of them.

Every Master or person in charge of such Steamer so towing as aforesaid, contravening the foregoing regulation, shall for each and every offence, upon conviction before the said Trinity House of Montreal, on the oath of one competent witness, forfeit and pay a penalty not exceeding twenty pounds currency.

L. MARCHAND, Master.

J. L. BEAUDRY, Warden.

P E COTTÉ, do.

[L. S.]

E. D. DAVID, Registrar.

Marine and Fisheries.

*Ordained, 18 March 1869.**Sanctioned, 22 March 1869.**Published, 27 March 1869.*

THE Master, Deputy-Master and Warden, of the Trinity House of Montreal, duly assembled in the city of Montreal, on Thursday, the eighteen day of March, in the year of Our Lord, one thousand eight hundred and sixty-nine, in virtue of the authority vested in them, in and by an Act of the Legislature of the late Province of Canada, made and passed in the twelfth year of Her Majesty's Reign, and intituled : " An Act to repeal a certain Act and ordinance therein " mentioned, relating to the Trinity House of Montreal, and to amend " and consolidate the provisions thereof, " do ordain, and it is hereby ordained :

It shall be lawful for the Master, Deputy Master and Wardens of the Trinity House of Montreal, when and so often as they shall see fit, to appoint and commission, by warrant or branch, under the hand of the Mester or Deputy Master or Senior Warden and the Registrar of

the said Trinity House, and the Seal of the Trinity House, fit and proper persons to be Branch Pilots for and above the Harbour of Quebec ; provided such persons shall have been previously examined in accordance with the provisions of the 14th Section of the said Act, and have obtained the certificate required by the aforesaid Section of the said Act.

L. MARCHAND, Master,
J. L. BEAUDRY, Warden,
T MORLAND, Warden,
P. E. COTTE, Warden.

[L. S.]
E D. DAVID,
Registrar Trinity House of Montreal,

Approved by His Excellency the Governor General in Council, 22nd March, 1869.

WM. H. LEE,
Clerk Privy Council

Marine and Fisheries.

TARIFF OF PILOTAGE BETWEEN THE HARBOURS OF QUEBEC
AND MONTREAL, 20 VICT., CHAP. 128, SECTION 1.

THE Master, Deputy Master, and Wardens of the Trinity House of Montreal, duly assembled in the City of Montreal, on Saturday the twenty-third day of April, in the year of Our Lord, one thousand-eight hundred and sixty-four, in virtue of the power and authority vested in them, in and by an Act of the Legislature of the Province of Canada, made and passed in the twentieth year of Her Majesty's Reign, and intituled: "An Act to amend an Act, intituled an Act, to repeal a certain Act and Ordinance therein mentioned relating to the Trinity House of Montreal, and to amend and consolidate the provisions thereof, and to make further provisions concerning Pilots," do ordain and it is hereby ordained:

Section 1—The By-Law regulating the Tariff of Pilotage, made and passed on the twenty-third day of April, one thousand eight hundred and sixty-four, and approved and confirmed by His Excellency the Governor General in Council, on the third day of May, one thousand eight hundred and sixty-four, is hereby repealed.

Section 2.—That from and after the passing of this By-Law, the following shall be the Tariff of rates to be paid for the Pilotage of vessels between Quebec and Montreal, and between the several places mentioned in the twenty-third Section of the said Act, that is to say:

From the Harbour of Quebec to Portneuf and the opposite side of the River St. Lawrence, or below Portneuf and above the Harbour of Quebec:

For the Pilotage of any Vessel in tow or propelled by steam (except as herein- after mentioned) for each foot of draught of water, upwards.....	\$ cts.
downwards.....	0 50

For the Pilotage of any Seagoing Vessel propelled by steam, for each foot of draught of water, upwards.....	0 62½
downwards	0 62½

For the Pilotage of any Vessel under sail, for each foot of draught of water, upwards... ..	1 05
downwards.....	0 70

From the Harbour of Quebec to Three Rivers and the opposite side of the River St. Lawrence, or any place above Portneuf and below Three Rivers:

For the Pilotage of any Vessel in tow or propelled by steam (except as hereinafter mentioned) for each foot of draught of water, upwards....	\$ cts.
downwards	1 50

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For the Pilotage of any Seagoing Vessel propelled by steam for each foot of draught of water, upwards.....	1	75
downwards.....	1	75
For the Pilotage of any Vessel under sail, for each foot of draught of water, upwards	2	60
downwards	1	90
 From the Harbour of Quebec to William Henry, and the opposite side of the River St. Lawrence, or any place above Three Rivers and below William Henry :		
	\$	cts.
For the Pilotage of any Vessel in tow or propelled by steam (except as hereinafter mentioned), for each foot of draught of water, upwards....	1	50
downwards.....	1	50
For the Pilotage of any Seagoing Vessel propelled by steam, for each foot of draught of water, upwards.....	1	87½
downwards.....	1	87½
For the Pilotage of any Vessel under sail, for each foot of draught of water, upwards	3	15
downwards.....	2	10
 From the Harbour of Quebec to the Harbour of Montreal, or to any place above William Henry, and below the Harbour of Montreal :		
	\$	cts.
For the Pilotage of any Vessel in tow or propelled by steam (except as herein-after mentioned) for each foot of draught of water, upwards.....	2	00
downwards	2	00
For the Pilotage of any Seagoing Vessel propelled by steam, for each foot of draught of water, upwards.....	2	50
downwards	2	50
For the Pilotage of any Vessel under sail, for each foot of draught of water upwards	4	20
downwards	2	80

Section 3.—That the Pilots shall be paid for all fractional parts of a foot of draught of water—*pro-rata*—to the above Tariff.

Section 4.—That the Pilots shall be paid for the Pilotage of any Vessel coming up or going down part of the distance in tow and part under sail, proportional rates of the foregoing Tariff according to the distance made in tow or under sail.

L. MARCHAND, Master.
J. L. BEAUDRY, Warden.
H. STARNES, do.
V. HUDON, do.
T. MORLAND, do.
BENJ. LYMAN, do.
P. E. COTTÉ, do.

[L. S.]
E. D. DAVID, Registrar.

Marine and Fisheries.

Approved and confirmed by His Excellency the Governor General in Council
5 May, 1866.

WM. H. LEE,

Clerk Executive Council.

The Master, Deputy Master and Wardens of the Trinity House of Montreal, duly assembled in the City of Montreal, on Tuesday, the Seventh day of March, in the year of Our Lord one thousand eight hundred and seventy one, in virtue of the power and authority vested in them in and by an Act of the Legislature of the late Province of Canada, made and passed in the Twentieth year of Her Majesty's reign, and intituled : "An Act to amend an Act intituled an Act to repeal a certain Act and ordinance therein mentioned relating to the Trinity House of Montreal, and to amend and consolidate the provisions thereof, and to make further provisions concerning Pilots" do ORDAIN and it is hereby ordained :—THAT from and after the passing of this By-Law, there shall be paid for the pilotage of any vessel from the Harbour of Montreal to William Henry, or to any place above William Henry and below Hochelaga, and from William Henry, or any place above William Henry and below Hochelaga, to the Harbour of Montreal, for each foot of draught of water, the sum of one dollar currency, for each such Pilotage upwards or downwards.

L. MARCHAND, Master.

J. L. BEAUDRY, Warden

P. E. COTTÉ, Warden.

[L. S.]

E. D. DAVID,

Registrar

PRIVY COUNCIL OFFICE,

26th April, 1871.

This By-Law approved by His Excellency the Governor General in Council
26th April, 1871.

WM. H. LEE,

Clerk Privy Council.

The Master, Deputy Master, and Wardens of the Trinity House of Montreal, duly assembled in the City of Montreal on Tuesday the Seventh day of March, in the year of Our Lord one thousand eight hundred and seventy-one, in virtue of the authority vested in them, in and by an Act of the Legislature of the late Province of Canada, made and passed in the twelfth year of Her Majesty's, reign, and intituled : "An Act to repeal a certain Act and Ordinance therein mentioned, relating to the Trinity House at Montreal, and to amend and consolidate the provisions thereof," do ordain and its is hereby ordained :—

Marine and Fisheries.

THAT section Twenty-two of the By-Laws, Orders, Rules and Regulations of the Trinity House of Montreal, made and passed on the fifteenth day of February, one thousand eight hundred and sixty, be, and the same is hereby repealed, and that in future every Pilot who shall be employed to remove any vessel from one wharf to another within the limits of the Harbor, or from any of the wharves into the Lachine Canal, or out of said canal to any of the wharves in the Harbour, or from the foot of the current, or from Longueuil, into the Harbour to the foot of the current, or to Longueuil, shall be entitled to demand and receive for each such service the sum of Five Dollars currency.

L. MARCHAND, Master.

J. L. BEAUDRY, Warden.

P. E. COTTE, Warden.

[L. S.]

E. D. DAVID, Registrar

PRIVY COUNCIL OFFICE,

26th April, 1871.

This By-Law approved by His Excellency, The Governor General in Council, 26th April, 1871.

WM. H. LEE,

Clerk Privy Council.

TONNAGE DUTY AT PORT OF CAP DE CHATTE, GASPÉ.

PROCLAMATION.

LISGAR.

[L. S.]

CANADA.

VICTORIA, by the Grace of God of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, &c., &c., &c.

To all to whom these presents shall come, or whom the same may in any wise concern, Greeting.

A PROCLAMATION.

A. CAMPBELL,
for the
Attorney General,
Canada.

{ **W**HEREAS in and by an Act of the Parliament of
 Canada, passed in the Session thereof held in the
 thirty-second and thirty-third years of Our Reign and
 intituled "An Act to provide means for improving the
 Harbours and Channels at certain Ports in the Provinces of the Dominion," IT IS,
 amongst other things, in effect, ENACTED that the Governor in Council being satis-
 fied that it is expedient to raise funds for improving the Harbours and Channels
 and

Marine and Fisheries.

and rendering the navigation more easy and safe at several Ports in the several Provinces of Canada (and amongst others that of Cap de Chatte, in the District of Gaspé, in the Province of Quebec), may from time to time, by Proclamation issued under an order in Council and inserted in "*The Canada Gazette*," impose on each vessel entering any such Port, named for the purpose in such Proclamation, such tonnage duty, not exceeding ten cents per ton of the registered measurement of such vessels as he may deem expedient; and may from time to time, in like manner, increase or decrease, repeal or re-impose, such duty within the limits aforesaid, with respect to any such Port, and that any copy of "*The Canada Gazette*" purporting to be printed by the Queen's Printer, shall be *prima facie* evidence of such Proclamation and of its being duly issued and published under an Order in Council made in pursuance of the said Act; AND FURTHER that any duty, so imposed as aforesaid, shall be collected by the Collector of Customs at any Port at which it is payable, at the time of the entry of the vessel, which shall contain on the face of it, the registered tonnage thereof; and that no vessel shall be entered, or, if entered, shall be allowed to clear or to leave such Port without payment of such duty, and it may be detained by the Collector until it is paid; but that such duty shall only be payable once in each fiscal year (commencing on the first day of July in each calendar year), on any vessel not exceeding one hundred tons register, and not more than twice in each fiscal year on any vessel exceeding one hundred tons, registered measurement, that is to say on any vessel not exceeding one hundred tons register, the duty shall be payable on her first entry at such Port in any fiscal year, but not on any subsequent entry during the same; and on any vessel exceeding one hundred tons register, the duty shall be payable on her first and on her second entry, in any fiscal year, but not on any subsequent entry during the same.

AND WHEREAS OUR Governor in Council, being satisfied that it is expedient to raise funds for the purposes above mentioned, so far as regards the said Port of Cap de Chatte, hath, in pursuance of the authority contained in the above in part recited Act, ordered the issue of a Proclamation, imposing a rate of tonnage as hereinafter mentioned.

NOW, THEREFORE, KNOW YE THAT WE DO, by and with the advice of our Privy Council for Canada, by this OUR Royal Proclamation, and under the authority conferred upon Us by the hereinbefore in part recited Act, impose on each vessel entering the said Port of Cap de Chatte a Tonnage Duty of ten cents per ton of the registered measurement of such vessel.

Of all which our loving subjects and all others whom these presents may concern, are hereby required to take notice and govern themselves accordingly.

By Command,

J. C. AIKINS,

Secretary of State.

13 March 1871.

Marine and Fisheries.

PILOTAGE IN BRAS D'OR LAKE, ACT OF N. S. LEGISLATURE
DISALLOWED.

GOVERNMENT HOUSE, OTTAWA.

Saturday, 16th day of December, 1871.

PRESENT

HIS EXCELLENCY THE GOVERNOR GENERAL.

The Honorable

Sir John A. MacDonald,
Mr. Tilley,
Mr. Mitchell,
Mr. Langevin,
Mr. Howe,
Sir Francis Hincks,
Mr. Aikins,
Mr. Morris,
Dr. Tupper and
Mr. Pope.

In Council.

WHEREAS the Lieutenant Governor of the Province of Nova Scotia, with the Legislative Council and Assembly of the said Province, did on the fourth day of April, A. D., 1871, pass an act, which has been transmitted, entitled as follows, viz : " An Act to regulate Pilotage in the Bras d'Or Lake, in the " Island of Cap Breton."

And whereas the said Act has been laid before the Governor General in Council, together with a Report from the Minister of Justice setting forth that he is of opinion that it was not competent for the Legislature to pass such Act, and therefore recommending that the said Act should not receive the confirmation of the Governor General.

His Excellency the Governor General has there upon this day been pleased, by and with the advice of his Privy Council, to declare his disallowance of the said Act, and the same is hereby disallowed accordingly.

Whereof the Lieutenant Governor of the Province of Nova Scotia, and all other persons whom it may concern are to take notice and govern themselves accordingly.

WM. H. LEE,
Clerk Privy Council,
Canada.

Marine and Fisheries.

I John, Baron Lisgar, Governor General of Canada, do hereby certify that the Act passed by the Legislature of the Province of Nova Scotia on the 4th day of April, 1871, entitled "An Act to regulate Pilotage in the Bras d'Or Lake, in the "Island of Cape Breton," was received by me on the 29th day of July, 1871.

Given under my hand and seal this 16th day of December, 1871.

(Signed,) LISGAR.

SHIPPING OF SEAMEN IN NOVA SCOTIA, PROCLAMATION. TO PUT
ACT INTO FORCE.

DUFFERIN,
[L. S.]

C A N A D A .

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, &c., &c., &c.

To all to whom these presents shall come, or whom the same may in any wise concern,

GREETING :

A PROCLAMATION.

H. BERNARD, Deputy of the Minister of Justice, Canada. } WHEREAS it is, in and by an Act passed in the Session of the Parliament of Canada, held in the Thirty-fifth year of Our Reign and intituled: "An Act respecting the Shipping of Seamen in Nova Scotia," amongst other things enacted that the said Act shall be in force at, and with respect to, such Ports, only, in the Province of Nova Scotia as shall be appointed for that purpose from time to time, by Proclamation, under an order or orders of the Governor in Council.

AND WHEREAS an order of the Governor in Council has been passed on the day of the date hereof appointing that the said Act shall be in force at the Port of Halifax, in the said Province of Nova Scotia.

NOW KNOW YE that We do hereby under and by virtue of the authority vested in Us by the said Act and order of the Governor in Council respectively proclaim and declare that the Act hereinbefore mentioned, and intituled: "An Act respecting the Shipping of Seamen in Nova Scotia," shall henceforth, be in force, at, and with respect to the Port of Halifax, in the Province of Nova Scotia aforesaid.

Of all which Our loving subjects and all others, are hereby required to take notice and to govern themselves accordingly.

By Command,

J. C. AIKINS, *Secretary of State.*

12 October 1872

Marine and Fisheries.

PILOTS IN THE COUNTY OF CHARLOTTE, N.-B.—RULES AND REGULATIONS FOR THE GOVERNMENT OF—

RULES AND REGULATIONS for the government of Pilots in the County of Charlotte, in the Province of New-Brunswick, made by the Commissioners under the Act 35 Victoria, ch. 43.

I.—All vessels brought into any Port or Harbour within the County of Charlotte, or departing therefrom with a Pilot (Steamboats and sailing vessels under One hundred and seventy five tons burthen excepted), shall be chargeable with the rates of pilotage hereinafter named. The master of any Steamboat or sailing vessel under one hundred and seventy five tons burthen, employing a pilot shall pay for the services of such Pilot the rates hereinafter named.

II.—There shall be not less than two Pilot-boats, constantly owned by the Pilots of the County, each boat shall have a number which shall be painted in black figures of not less than thirty-six inches in length on the mainsail and jib, each pilot-boat to be properly fitted out for such service to be not less than ten tons burthen, and to be exclusively employed in the business of piloting. The Boats to be numbered under the directions of the Port wardens at Saint Andrews.

III.—No Pilot to be entitled to any fee or reward for piloting unless he resides in the County of Charlotte aforesaid, and shall be owner or part owner or shall have a certified interest from a recorded owner in a Pilot-Boat, and no person shall receive a Branch unless he shall have served an apprenticeship with a Branch Pilot in a Pilot-Boat for four years for that purpose, and no person shall receive an apprentice or be entitled to fees as a Branch Pilot if he himself or his boat is employed in the coasting trade, or in any other business than that of piloting, between the first day of April and the fifteenth day of December.

IV.—All Pilots are required to obtain from the Commissioners on or before the first day of April, in each year a Branch or certificate, paying for the same two dollars and fifty cents, and no such branch or certificate shall be issued unless shewn to the satisfaction of the Commissioners that the applicant is a resident of the County duly qualified under these regulations. Any Pilot taking charge of any vessel without such branch or certificate to pay a fine of Twenty dollars.

V.—Any Pilot demanding or receiving any greater sum for pilotage than the rates hereinafter mentioned shall pay a fine of Twenty dollars.

VI.—Any Pilot taking charge of any vessel, either inward or outward bound, and leaving her within the piloting grounds contrary to the wishes of the master, to pay a fine of twenty dollars.

Marine and Fisheries.

VII.—Any Pilot offering his services to any inward bound vessel exceeding one hundred and seventy-five tons register tonnage from on board any Pilot-Boat, on being refused employment, shall be entitled to demand and recover one half rates of Pilotage, notwithstanding such vessel may have secured the services of a Pilot at a foreign port, provided that no Pilot had previously so offered his services from a Pilot-Boat, and demanded payment therefor, and that such services are so offered before any such vessel has come inside of West Quoddy on Head Harbour lights or entered la Tête Passage.

VIII.—If any Pilot offer his service to any vessel exceeding one hundred and seventy-five tons register tonnage, outward bound, after such vessel shall be cleared at the Custom House, and before being under weigh (no Pilot being on board or engaged to take out such vessel) such Pilot so offering, unless employed to take out such vessel, shall be entitled to demand and recover one half the rates of pilotage he would have been entitled to if actually employed.

IX.—The rates of Pilotage to be as follows :—

10. From Seal Island, Cross Island, Little River, South-West Ledges of Grand Manan, Kent's Island, Long Island Bay, Moose River and Bailey's mistake, two dollars and fifty cents per foot inwards, and two dollars per foot outwards for St. Andrew's, St. Stephens or any Harbour or loading place in the County of Charlotte, except Campobello or the Lines.

20. From North Head of Grand Manan, Beaver Harbour and West Quoddy Lighthouse inwards, one dollar and seventy five cents per foot. Outwards one dollar and fifty cents per foot.

30. To or from Campobello to the Lines, twenty cents per foot less than the above rates.

40. Removing a vessel from St. Andrew's Harbour to or from the ballast ground, conditioned the master requires a Pilot, vessels from one to three hundred tons, two dollars and fifty cents, over three hundred tons, three dollars.

50. Removing a vessel from one loading place or Harbour to any other loading place or Harbour inside Saint Andrew's Bay, conditioned that the master requires and employs a pilot, vessels 100 to 200 tons, four dollars, 200 to 300 tons, five dollars, 300 to 400 tons, six dollars, 400 tons and upwards, eight dollars.

60. From any Harbour or loading place inside Saint Andrew's Bay to or from any Harbour or loading place outside Saint Andrew's Bay and within the County of Charlotte, conditioned that the master requires and employs a pilot, vessels one hundred to two hundred tons, six dollars, two hundred to three hundred tons, eight dollars, three hundred to four hundred tons, ten dollars, four hundred tons and upwards, twelve dollars.

Marine and Fisheries.

70. From the first day of November to the first day of April inward and outward bound vessels to pay twenty cents per foot over and above the rates above named.

X. All Pilots detained on board vessels not ready for sea by request of the master or under the laws relating to quarantine to receive two dollars per day.

XI. When any Branch Pilot shall be employed as master, mate or seaman on board any coasting or other vessel than a Pilot-Boat, he shall for the time so employed be incapable of acting as a Pilot under these Regulations.

XII.—Every Branch Pilot not complying with these Regulations or attempting to evade the true intent and meaning of any or either of them shall forfeit and pay a fine of twenty dollars of each and every offences.

XIII.—Any misunderstanding or difference arising between the Pilots in reference to Pilot duties and a correct construction of these Regulations shall be referred to the arbitrament of the Commissioners.

XIV.—All fines and penalties imposed by these Regulations to be recovered with costs before a Justice of the Peace, one moiety of the fine to be paid to the County Treasurer for the use of the County, and the other moiety to the prosecutor.

XV.—All Pilots are required to obtain from the Commissioners a copy of these Regulations upon payment of one dollar, and on taking charge of any inward bound vessel, shall exhibit his branch or certificate signed by the Commissioners, also a copy of these Regulations, to the master.

Dated at St. Andrew's this sixth day of August one thousand eight hundred and seventy-two.

(Signed,)

"

"

C. E. O. HATHEWAY,

C. B. EATON,

S. JOHNSON,

Commissioners.

The foregoing Rules and Regulations were submitted to and approved by His Excellency the Governor General in Council on the 12th day of October, 1872, under the provisions of the 2nd section of the Act 35 Vic., Cap. 43.

W. A. HIMSWORTH,

C. P. C.

*Marine and Fisheries.*SHIPPING OF SEAMEN IN NOVA SCOTIA, ACT TO BE IN FORCE AT
THE PORTS OF PICTOU AND LIVERPOOL.

PROCLAMATIONS

DUFFERIN.

[L.S.]

CANADA.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, QUEEN, Defender of the Faith, &c., &c., &c.

To all to whom these presents shall come, or whom the same may in any wise concern,

GREETING :

A PROCLAMATION.

JOHN A. MACDONALD, }
Attorney General, }
Canada }
WHEREAS it is, in and by an Act passed in the Session of the Parliament of Canada held in the thirty-fifth year of Our Reign, and intituled: "An Act respecting the Shipping of Seamen in Nova Scotia," amongst other things enacted, that the said Act shall be in force at, and with respect to, such Ports only in the Province of Nova Scotia, as shall be appointed for that purpose from time to time by Proclamation under an order or orders of the Governor in Council.

And whereas, an Order of the Governor in Council has been passed on the day of the date hereof appointing that the said act shall be in force at the Ports of Pictou and Liverpool in the said Province of Nova Scotia.

Now KNOW YE that We do hereby under and by virtue of the authority vested in us by the said Act, and Order of the Governor in Council respectively, Proclaim and Declare that the Act hereinbefore mentioned and intituled "An Act respecting the Shipping of Seamen in Nova Scotia" shall henceforth be in force at, and with respect to the Ports of Pictou and Liverpool, in the Province of Nova Scotia aforesaid

Of all which Our loving subjects and all others are hereby required to take notice and to govern themselves accordingly.

J. C. AIKINS,
Secretary of State.

15th May 1873.

Marine and Fisheries.

HARBOR MASTERS AT CERTAIN PORTS IN NEW-BRUNSWICK.

DUFFERIN.

[L. S.]

CANADA.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, &c., &c., &c.

To all to whom these Presents shall come, or whom the same in any wise concern,

GREETING :

A PROCLAMATION.

JOHN A. MACDONALD, }
Attorney General, }
Canada. } WHEREAS it is in and by the Act passed in the Session of the Parliament of Canada, held in the Thirty Sixth year of Our Reign, and intituled : " An Act to provide for the appointment of Harbor Masters for certain ports in the province of Nova-Scotia and New-Brunswick " amongst other things enacted, that the said act shall apply to the Provinces of Nova-Scotia and New-Brunswick, only and to such Ports and such Ports only (except the Ports of Halifax and Pictou in Nova Scotia and St. Johns in New-Brunswick) in either of the said Provinces as shall from time to time be designated for that purpose by Proclamation under an Order or orders of the Governor in Council.

AND WHEREAS an Order of the Governor in Council has been passed on the day of the date hereof, appointing that the said Act shall be in force at the Ports of Bathurst, Caraquette and Shippegan, in the County of Gloucester, the Ports of Campbellton and Dalhousie, in the County of Restigouche ; the Ports of Chatham and Newcastle, in the County of Northumberland ; the Ports of Richibucto, Buctouche and Cocagne, in the County of Kent ; the Ports of Shediac, Bay Verte, Sackville, Dorchester, Moncton, Rockland and North Joggins, in the County of Westmoreland ; the Ports of Hillsborough and Harvey, in the County of Albert ; the Port of Fredericton, in the County York, and the Ledge within the Port of St. Stephens, and the Ports of St. Andrews, St. George and Campobello, in the County of Charlotte, in the Province of New-Brunswick.

Now KNOWN YE that we do hereby under and by virtue of the authority vested in Us by the said Act, and order of the Governor in Council respectively Proclaim and Declare, that the Act hereinbefore mentioned and intituled " An Act to provide for the appointment of Harbor Masters for certain Ports in the Provinces of Nova-Scotia and New-Brunswick " shall henceforth be in force at, and with respect to the Ports of Bathurst, Caraquette and Shippegan, in the County of Gloucester ; the Ports of Campbellton and Dalhousie, in the County of Restigouche ;
the

Marine and Fisheries.

the Ports of Chatham and Newcastle, in the County of Northumberland; the Ports of Richibucto, Buctouche and Cocagne, in the County of Kent; the Ports of Shediac, Bay Verte, Sackville, Dorchester, Moncton, Rockland and North Joggins, in the County of Westmoreland; the Ports of Hillsborough and Harvey in the County of Albert; the Port of Fredericton, in the County of York, and the Ledge within the Port of St. Stephens, and the Ports of St. Andrews, St. George and Campobello, in the County of Charlotte, in the Province of New-Brunswick, one of the Provinces of Our Dominion of Canada.

Of all which Our loving subjects and all others whom these presents may concern are hereby required to take notice and to govern themselves accordingly

J. C. AIKINS,
Secretary of State.

30th May 1873.

HALIFAX HARBOR & HARBOR MASTER.—RULES AND REGULATIONS.

GOVERNMENT HOUSE, OTTAWA.

Friday, 30th day of May, 1873.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Honorable the Minister of Marine and Fisheries and under and in pursuance of the provisions of the 4th section of the Act passed in the 35th year of Her Majesty's Reign and intituled : "*An Act to provide for the appointment of Harbour Master for the Port of Halifax,*" and of the Act passed during the present session of the Parliament of Canada intituled : "*An Act to amend the Act to provide for the appointment of a Harbour Master for the Port of Halifax.*"

His Excellency in Council has been pleased to Order, *And it is hereby Ordered,* that the following Rules and Regulations for the Government of the Port of Halifax in Nova Scotia, and of the office of Harbour Master for the said Port, be and the same are Hereby adopted and established.

It is further ordered that the Order in Council of the 21st January last and the Rules and Regulations thereby established be and the same are hereby revoked.

W. A. HIMSWORTH,
Clerk Privy Council.

Marine and Fisheries.

RULES AND REGULATIONS FOR THE GOVERNMENT OF THE
PORT OF HALIFAX, IN NOVA SCOTIA, AND OF THE OFFICE
OF HARBOUR-MASTER FOR THE SAID PORT.

HarbourMas.
ier to go on
board all ves-
sels arriving,
and demand
fees.

Vessels ex-
empted from
payment of
fees.

RULE I.—It shall be the duty of the Harbour-Master of the said Port in person, or by Deputy duly authorised, to go on board of every ship or vessel of the burthen of Fitty Tons (Registered Tonnage) and upwards, which shall arrive within the Port of Halifax, within Twelve hours after the arrival of such ship or vessel, to see that she is moored only in such a manner or position as shall be assigned to her by the following regulations. And it shall be lawful for such Harbour Master to ask, demand and receive, as a compensation for his services, (Vessels belonging to or employed by Her Majesty and the Government of the Dominion of Canada and ships engaged in trading between Ports and places in the Dominion or in the Fishing Trade excepted,) according to the following scale, and under the restrictions mentioned in the Act 35 Vict. cap. 42, entitled “ An Act to provide for the appointment of a “ Harbour Master for the Port of Halifax. ”

Scale of Fees.

Fees.

For every ship of 200 Tons or under (Registered Tonnage).....	} \$1.00
For every ship of more than 200 Tons, but not more than 300 Tons, Re- gistered Tonnage.....	} 2.00
For every ship of more than 300 Tons, but not more than 400 Tons, Re- gistered Tonnage.....	} 3.00
For every ship of more than 400 Tons...	4.00

Persons in
charge of ves-
sels in Dock,
&c., to comply
with Har-
bour Master's
directions.

RULE II.—In case of any dispute arising between masters, owners, or other persons engaged in hauling ships or vessels in or out of any of the Docks or Wharves, it shall be the duty of the Harbour-Master, if called upon, to give such directions in respect to the same as he may think fit ; and all Masters, Pilots or other persons having the charge or command of any ships or yessels, shall comply with the directions of the said Harbour Master or his Deputy in these respects, under the penalty of Twenty dollars for each and every neglect or refusal so to do.

Marine and Fisheries.

RULE III.—If any ship or vessel arriving and anchoring, or being moored or fastened to any wharf or vessel in the said Harbour shall be so moored or placed as to be unsafe and dangerous to any other ship or vessel previously lying at anchor in the said Harbour, or moored or fastened as aforesaid, the said Harbour Master or his Deputy is hereby authorised and required to forthwith order and direct the situation of such ship or vessel so arriving and anchored, moored or fastened as aforesaid, to be altered in such a manner as to prevent such insecurity and danger; and the Master, Pilot or other person having charge of such ship or vessel, shall comply with the orders and directions of the said Harbour Master or his Deputy in this respect, under the penalty of Twenty dollars for each and every offence.

Vessels dangerously moored, &c.
Harbour Master to order alteration
Penalty.

RULE IV.—It shall be the duty of the Harbour Master to see that a track be left open for the Ferry Steamers between the City and Dartmouth and also a space of Two hundred fathoms eastwardly from the line of Wharves (commencing at Morin's Wharf, and ending at West's) to be reserved as a passage for the Royal Mail steamers.

Track for Ferry and mail steamers.

RULE V.—No steamer entering or leaving Halifax Harbour (those of Her Majesty and the Government of the Dominion of Canada excepted) shall, while inside of George's Island, proceed at more than half her usual speed, under a penalty of forty dollars, to be paid by the Owner, Master or Agent of the vessel violating this Law.

Vessels inside of George's Island to go half-speed.
Penalty.

RULE VI.—Whenever it shall happen that any ship or vessel is short of hands, so that she cannot be moved when ordered under the provisions of this By-Law, it shall and may be lawful for the Harbour Master to employ a sufficient number of hands to effect such removal, and to remove or assist in removing such vessel as required or may be necessary, and that at the expense of such vessel.

Vessels short of hands.

RULE VII.—All ships or vessels loading or discharging in the stream Coals, Ballast, and such like materials, shall have a sufficient piece of Canvas or Tarpaulin so placed as to prevent any portion thereof from falling into the Harbour, under the penalty of twenty dollars for each and every offence, to be paid by the owner, master or person in charge of such ship or vessel.

Coals, Ballast, etc., falling into Harbour.
Penalty.

RULE VIII.—Whenever the Harbour master shall find ships or vessels at the wharves with Main Jib or Spanker Booms rigged out so as to incommode other vessels, it shall be the duty of the said Harbour master to direct such to be rigged in, and in the event of non-compliance, all accidents to the same shall be at the risk of the persons so offending.

Main Jib or Spanker Booms rigged out.

Marine and Fisheries.

Ship-keeper. RULE IX.—No vessel shall be left without some person to take care of her, by night and by day, when anchored in the stream.

Riding
Lights. RULE X.—All vessels lying at anchor in the Harbour shall keep a clear and bright light burning, at least six feet from the uppermost deck from sunset until sunrise.

Purpose alone for which lines to be made fast. RULE XI.—No vessel lying in the stream shall have any tow-line, hawser, or other thing made fast to any wharf, or to the shore, except for the purpose of hauling in or out.

Hay and straw. RULE XII.—No boat or vessel which may come into any of the slips, or to any Pier or Wharf in the said city, laden or partly laden with Hay or Staw, shall have any fire on board the same, under the penalty of eight dollars, to be paid by the Owner or Master or other person having charge of such boat or vessel.

Penalty.

Unloading of Ballast, etc., in Harbour. RULE XIII.—No Ballast, Stone, Gravel, Earth or Rubbish of any kind, shall be unladen, cast or emptied out of, or thrown overboard, from any ship or vessel whatever in the Harbour of Halifax, or at the entrance thereof (except in places set apart for that purpose by the Harbour Master), under the penalty of eight dollars for each and every offence, to be paid by the Owner, Master or other person having the charge of any such ship or vessel.

Penalty.

Ballast, etc., deposited on beach. RULE XIV.—No Ballast, Stone, Gravel, Earth or Rubbish of any kind shall be unladen, discharged, deposited, thrown or laid, either from any vessel, boat, scow or other such craft, or in any other manner, or by any person, from any part of the Beach, or shore of the City, into any part of the Harbour, or upon the beach and shore thereof, either below low water mark, or between high and low water mark, under the penalty of forty dollars for each and every offence, to be paid by the Owner or Owners, Master or person having charge of any vessel, boat or scow, or other craft from which such matter as aforesaid shall have been discharged, or by any other person or persons violating this Law.

Penalty.

Explosive materials. Hay and straw. RULE XV.—No explosive material whatever, such as Nitro-Glycerine, or compounds of the same, or Petroleum, shall be landed in the City of Halifax, without permission, but they may be landed in such quantities as shall be stated in writing by the Harbour-Master.

Marine and Fisheries.

RULE XVI.—If any ship or vessel arriving and coming into the Harbour of the said City (those belonging to or employed by Her Majesty, and the Government of the Dominion of Canada excepted) shall have any Gunpowder on board exceeding the quantity of twenty-five pounds, such Gunpowder exceeding that quantity shall be unladen and discharged from such ship or vessel within forty-eight hours after her arrival, and before such ship or vessel shall be brought alongside of any Pier or wharf in the said City, under the pain of forfeiture of such Gunpowder, and under the penalty of Forty dollars for each and every offence, to be paid by the Owner or Owners of such ship or vessel, or by the master or person having charge or command thereof; and that whenever any Gunpowder is discharged from any ship or vessel, in the said Harbour, the same shall be conveyed by water, in a boat or boats, to some safe and secure place for the deposit of Gunpowder without the limits of the said City, during which conveyance such Gunpowder shall be covered with a tarpaulin or other secure covering, under the penalty of twenty dollars for each and every offence, to be paid by the Owner, or Owners of such Gunpowder, or the person having charge or direction of such conveyance.

Vessels arriving with Gunpowder on board shall unload such within 48 hours and before coming alongside of any Pier, etc.

Gunpowder discharged to be securely covered during conveyance.

Penalty,

RULE XVII.—No gunpowder shall be taken or received on board of any ship or vessel bound to sea (those belonging to or employed by Her Majesty and the Government of the Dominion of Canada excepted) while such ship or vessel shall be and remain at any pier or wharf in the said city, and until such ship or vessel shall be cleared at the Custom House, and ready for sea, except with the knowledge and sanction of the Harbour Master; in which case, as soon as the Gunpowder is on board, the vessel shall be removed to the stream, (wind and weather permitting) under the pain of forfeiture of such Gunpowder; and under the further penalty of forty dollars for each and every offence, to be paid by the owner or owners of any such ship or vessel into which such Gunpowder may be so received, contrary to the true intent and meaning hereof, or by the person having charge or command of such ship or vessel; and that when it is intended to take or load any Gunpowder on board of any ship or vessel lying in the said harbour, the same shall be conveyed by water to such ship or vessel, during all which conveyance such Gunpowder shall be covered in the manner herein before mentioned, under the penalty of twenty dollars for each and every offence, to be paid by the owner or owners of such Gunpowder or the person having charge or direction of such conveyance.

Vessels receiving Gunpowder to be in the stream.

Penalty.

Gunpowder to be securely covered during conveyance to vessels.

Marine and Fisheries.

Disposal of
forfeited
Gunpowder.

RULE XVIII.—All Gunpowder forfeited under and by virtue of this law shall and may be seized by the Harbour Master or person deputed by him, and when seized shall be conveyed to, and deposited in some safe and secure place without the limits of the said city, and upon conviction of the offender, the said Harbour Master or his deputy shall and may, and he is hereby authorized and empowered within three days after such conviction, to sell such Gunpowder at public auction, by sample, in the said city; and the proceeds of such sale, after deducting the necessary costs and charges of prosecution and sale shall be paid by the said Harbour Master to the credit of the Receiver General of the Dominion of Canada.

General
penalties.

RULE XIX.—The penalty for violation of, or not conforming to the provisions of the law, and for disobeying the lawful orders or directions of the Harbour Master or his deputy, in respect to any provision for which no penalty is hereinbefore prescribed, shall be twenty dollars, to be imposed upon the owner or person in charge of the ship or vessel not conforming to the particular requirements.

PORT OF PICTOU, NOVA SCOTIA.—REGULATIONS.

RULES AND REGULATIONS FOR THE GOVERNMENT OF THE PORT OF
PICTOU IN NOVA SCOTIA, AND OF THE OFFICE OF HARBOUR
MASTER FOR THE SAID PORT.

RULE 1.—All vessels coming to anchor in the Channel of the Harbour between the Lighthouse and the turn of the Channel, at the entrance of the East River, shall anchor either on the North or South side of the Channel, so as to leave a free passage in the centre of the Channel for vessels to pass in and out of the port.

RULE 2.—All vessels anchoring contrary to the foregoing regulation, or anchoring in either of the rivers so as to obstruct the free navigation thereof, or so as to obstruct the landing at any of the wharves shall remove immediately on being requested so to do by the Harbour Master or his Deputy, duly appointed; and the Master Pilot, or other person in charge of any vessel coming to anchor, shall give to any vessel at anchor a clear berth.

RULE 3.—No vessel shall anchor on the flats to the Eastward between the Public Wharf and a line drawn from the South-West corner of Fraser's Wharf to the Ballast Wharf; and elsewhere, on the North Side of the Harbour one hundred fathoms shall be left clear between vessels at anchor and the wharves.

Marine and Fisheries.

RULE 4.—In case of any dispute arising between masters, owners, or other persons engaged in hauling ships or vessels in or out of the docks or wharves, it shall be the duty of the Harbour Master, if called upon, to give such directions in respect to the same as he may think fit; and all masters, pilots or other persons having the charge or command of any ships or vessels shall comply with the directions of the said Harbour Master or his Deputy in these respects, under the penalty of twenty dollars for each and every neglect or refusal so to do.

RULE 5.—If any ship or vessel arriving and anchoring, or being moored or fastened to any wharf or vessel, in the said Harbour, shall be so moored or placed as to be unsafe and dangerous to any other ship or vessel previously lying at anchor in the said Harbour, or moored or fastened as aforesaid, the said Harbour Master or his Deputy is hereby authorised and required to forthwith order and direct the situation of such ship or vessel so arriving and anchored, moored or fastened as aforesaid, to be altered in such manner as to prevent such insecurity and danger; and the master, pilot, or other person having charge of such ship or vessel shall comply with the orders and directions of such Harbour Master or his Deputy in this respect, under the penalty of twenty dollars for each and every offence.

RULE 6.—Whenever it shall happen that any ship or vessel is short of hands so that she cannot be moved when ordered under the provisions of this by-law, it shall and may be lawful for the Harbour Master to employ a sufficient number of hands to effect such removal, and to remove, or assist in removing, such vessel as required, or as may be necessary, and that at the expense of such vessel.

RULE 7.—All ships or vessels loading or discharging in the stream, coals, ballast or such like materials, shall have a sufficient piece of canvas or tarpaulin, so placed as to prevent any portion thereof from falling into the Harbour, under a penalty of twenty dollars for each and every offence, to be paid by the owner, master, or person in charge of such ship or vessel.

RULE 8.—Whenever the Harbour Master shall find ships or vessels at the wharves with main jib or spanker booms rigged out so as to incommode other vessels, it shall be the duty of the Harbour Master to direct such to be rigged in, and in the event of noncompliance all accidents to the same shall be at the risk of the persons so offending.

RULE 9.—No vessel shall be left without some person to take care of her by night and by day when anchored in the stream.

RULE 10.—All vessels lying at anchor in the Harbour shall keep a clear and bright light burning at least six feet from the uppermost deck from sunset until sunrise.

Marine and Fisheries.

RULE 11.—No vessel lying in the stream shall have any tow-line, hawser, or thing made fast to any wharf or to the shore except for the purpose of hauling in or out.

RULE 12.—No boat or vessel which may come into any of the slips, or to any pier or wharf, laden or partly laden with hay or straw, shall have any fire on board the same, under the penalty of eight dollars, to be paid by the owner or master or other person having charge of such boat or vessel.

RULE 13.—No ballast, stone, gravel, earth or rubbish of any kind shall be unladen, discharged, deposited, thrown, or laid either from any vessel, boat, scow, or other such craft, or in any other manner, or by any person, from any part of the beach or shore of the Harbours, into any part of the Harbour, or upon the beach or shore thereof, either below low-water mark, or between high and low water, under a penalty of forty dollars for each and every offence, to be paid by the owner or owners, master or person having charge of any vessel, boat or scow or other craft from which such matter as aforesaid shall have been discharged, or by any other person or persons violating this law.

RULE 14.—No ballast, stone, gravel, earth, or rubbish of any kind shall be unladen, cast, or emptied out of or thrown overboard, from any ship or vessel whatever in the Harbour, or at the entrance thereof, except in places which may be set apart for that purpose by the Harbour Master, under a penalty of eighty dollars for each and every offence, to be paid by the owner, master, or other person having charge of any such ship or vessel.

RULE 15.—In the construction, building, or repairing of wharves within the limit of the Harbour, care must be taken that all the outside compartments of said wharves shall be filled with large stone ballast, and the inside compartments with such materials as shall not be liable to wash out into the Harbour, and the owner or builder violating this rule shall be liable to a fine of twenty dollars, and each repeated violation after written notice from the Harbour Master shall be considered a new offence.

RULE 16.—No explosive material whatever, such as nitro-glycerine, or compounds of the same, or petroleum, shall be landed on the north side of the Harbour without permission, but they may be landed in such quantities as shall be stated in writing by the Harbour Master.

RULE 17.—If any ship or vessel arriving and coming into the Harbour (those belonging to or employed by Her Majesty and the Government of the Dominion of Canada excepted) shall have any gunpowder on board exceeding the quantity of twenty-five pounds, such gunpowder exceeding that quantity shall be unloaded and discharged from such ship or vessel within forty-eight hours after her arrival, and before such ship or vessel shall be brought alongside of any pier or wharf,
under

Marine and Fisheries.

under the pain of forfeiture of such gunpowder, and under the penalty of forty dollars for each and every offense, to be paid by the owner or owners of such ship or vessel, or by the master or person having charge or command thereof.

RULE 18.—Whenever any gunpowder is discharged from any ship or vessel in the said harbour, the same shall be conveyed by water in a boat or boats to some safe and secure place for the deposit of gunpowder, during which conveyance such gunpowder shall be covered with a tarpauling or other secure covering, under the penalty of twenty dollars for each and every offence, to be paid by the owner or owners of such gunpowder, or by the person having charge or direction of such conveyance.

RULE 19.—No gunpowder shall be taken or received on board of any ship or vessel bound to sea (those belonging to or employed by Her Majesty and the Government of the Dominion of Canada excepted) while such ship or vessel shall be and shall remain at any pier or wharf, and until such ship or vessel shall be cleared at the Custom House and ready for sea, except with the knowledge and consent of the said harbor master; in which case, as soon as the gunpowder is on board the vessel shall be removed to the stream (wind and weather permitting), under the pain and forfeiture of such gunpowder, and under the further penalty of forty dollars for each and every offence, to be paid by the owners or owner of any such ship or vessel into which such gunpowder may be so received contrary to the true intent and meaning hereof, or by the person having charge or command of such ship or vessel, and that when it is intended to take or load any gunpowder on board of any ship or vessel lying in said harbour the same shall be conveyed by water to such ship or vessel, during all which conveyance such gunpowder shall be covered in the manner hereinbefore mentioned, under the penalty of twenty dollars for each and every offence, to be paid by the owner or owners of such gunpowder, or the person having the charge or direction of such conveyance.

RULE 20.—All gunpowder forfeited under and by virtue of this law shall and may be seized by the Harbour Master or person deputed by him, and when seized shall be conveyed to and deposited in some safe and secure place without the limits of the town of Pictou and upon conviction of the offender the said Harbour Master or his Deputy, shall and may and he is hereby authorized and empowered, within three days after such conviction, to sell such gunpowder by public auction by sample, and the proceeds of such sale after deducting the necessary costs and charges of prosecution and sale shall be paid by the said Harbour Master to the credit of the Receiver General of the Dominion of Canada.

RULE 21.—The penalty for violation of or not conforming to the provisions of the law, and for disobeying the lawful orders or directions of the Harbour Master or his Deputy, in respect of any provision for which no penalty is hereinbefore prescribed shall be twenty dollars to be imposed upon the owner or person in charge of the ship or vessel not conforming to the particular requirements.

Marine and Fisheries.

RULE 22.—The Commissioners shall appoint a wharfinger who shall have power to carry into effect the following regulations respecting the management of the public wharf. To control and direct the depositions of vessels lying at the same; collect all moneys arising from the wharfage dues and fines to be paid over to the Commissioners to be by them expended for the general purposes of the wharf, and the Commissioners may dismiss or suspend the wharfinger at any time on good and sufficient grounds and may appoint another in his place.

RULE 23.—No master or any person having charge of any ship, vessel or lighter shall haul alongside said wharf unless by permission and under the direction of the wharfinger.

RULE 24.—All vessel under such direction landing ballast or rubbish on the wharf shall use shoots or tarpaulins, and shall remove said ballast or rubbish within twenty four hours after landing, under a penalty of five dollars, to be paid by the Master or person having charge of such vessel, and every additional twenty four hours during which such removal shall be neglected, shall be considered a new offence.

RULE 25.—All Masters or persons having charge of any ship or lighter lying at the wharf and not at the time discharging or taking in ballast or cargo, on being notified by the wharfinger either to shift his berth or remove from the wharf shall do so within one hour after such notice if afloat, or within twelve hours after such notice if the vessel is aground. The penalty for neglecting to do so shall be ten dollars, and every additional six hours shall be considered a new offence.

RULE 26.—Vessels occupying any part of the wharf (with the consent of the wharfinger) for repairs or other purposes than loading or unloading ballast or cargo shall pay one dollar per day wharfage if over one hundred and fifty tons, and fifty cents per day for vessels under one hundred and fifty tons.

RULE 27.—All goods or cargo landed on or shipped from the wharf, shall pay wharfage at the following rates, viz: for every barrel bulk, one cent; for every four bushels of farm produce, one cent; for every ton of salt in bulk, five cent; for every ton of bar or bolt iron or iron castings, ten cents; for every ton of coals, five cents; for every thousand feet of lumber, ten cents; for every thousand shingles, two cents; for every ton of ballast landed and carted from the wharf, five cents—vessels lying at the wharf taking in or discharging cargo or ballast into or from any vessel or lighter alongside shall pay half wharfage for such cargo or ballast so shipped or discharged, and all cargo landed and reshipped without having been removed from the wharf shall pay half wharfage, in addition to the wharfage on landing.

All wharfage to be paid by the consignees of the goods so landed; and the Master or person having charge of such ship or lighter shall furnish the wharf-
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Marine and Fisheries.

inger with a freight list of the cargo, and failing to do so he shall be held personally liable for such wharfage and may be sued for it in the same manner as if he were the actual consignee, owner, or shipper of the said goods or cargo.

RULE 28.—All vessels using the wharf for the purpose of landing or taking on board passengers and goods shall pay in addition to the wharfage rates for goods so landed or laden two dollars each time the wharf is used for such purpose.

RULE 29.—The wharfinger shall furnish the Masters of every vessel coming to the wharf with a printed copy of the foregoing regulations.

(Signed,)	WM. G. CRERAR,
"	R. P. GRANT,
"	JAMES H. FRASER,
	<i>Commissioners.</i>

PRIVY COUNCIL CHAMBER,

Ottawa, August 4, 1873.

The foregoing Rules and Regulations were this day submitted to and approved by His Excellency the Governor General in Council.

W. A. HIMSWORTH,
Clerk Privy Council.

SHIPPING OF SEAMEN AT THE PORTS OF LUNENBURG AND LAHAVE,
IN NOVA SCOTIA.

PROCLAMATION.

[L.S.] DUFFERIN,
CANADA.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, QUEEN, Defender of the Faith, &c., &c., &c.

To all to whom these presents shall come, or whom the same may in any wise concern,

GREETING :

A PROCLAMATION.

JOHN A. MACDONALD, }
Attorney General, }
Canada. } WHEREAS it is, in and by an Act passed in the
Session of the Parliament of Canada held in the
thirty-fifth year of Our Reign, and intituled : " An Act
respecting the Shipping of Seamen in Nova Scotia," amongst other things enacted,
that the said Act shall be in force at, and with respect to, such Ports only in the
Province of the Nova Scotia, as shall be appointed for that purpose from time to
time by Proclamation under an order, or orders of the Governor in Council.

Fishery Regulations.

And whereas, an Order of the Governor in Council has been passed on the day of the date hereof appointing that the said Act shall be in force at the Ports of Lunenburg and Lahave in the County of Lunenburg, in the said Province of Nova Scotia.

Now KNOW YE that We do hereby under and by virtue of the authority vested in us by the said Act, and Order of the Governor in Council respectively, Proclaim and Declare that the Act hereinbefore mentioned, and intituled "An Act respecting the Shipping of Seamen in Nova Scotia" shall henceforth be in force at, and with respect to the said Ports of Lunenburg and Lahave in the Province of Nova Scotia aforesaid.

Of all which Our loving subjects and all others are hereby required to take notice and to govern themselves accordingly.

Ottawa, 22 October 1873.

By Command,

J. C. AIKINS,
Secretary of State.

DEEP SEA FISHERIES.—GULF OF ST. LAWRENCE.

CROWN LANDS DEPARTMENT,

Toronto, 7th May 1859.

The following By-Laws relating to Deep Sea Fisheries, Gulf of St. Lawrence, have been adopted by the Governor General in Council, pursuant to certain provisions of the Act 22 Vict. cap. 86.

By-Law M.—It shall be deemed unlawful, during the season of Herring and Mackerel Fishery in Pleasant Bay (Magdalen Island,) from the first of May to the fifteenth of June, to set any net or nets opposite the entrance of Amherst Harbour, that is to say : eastward of a line drawn from the north-west end of the Cape bounding the mouth of said Harbour to the east end of Cape Allright, as far as another line intersecting the same and bearing east south-east (Magnetic) with the north Cape of Entry Island ; and no person or persons will be permitted at any time to set any net or nets in the Middle of Sandy-Hook channel ; nor shall any net or nets be set along the northern and western shores of Entry Island at more than one mile distant from the beach : Provided, however, that fishermen may lay their nets, from Allright and Grindstone Islands towards Entry Island to within half a mile of those set upon the northern and western shores of said Island, so as to leave always for the purposes of Navigation a clear channel against the

Fishery Regulations.

the entrance into Amherst Harbour; and preserve free access to the bottom of Pleasant Bay for the schulls of herring and mackerel resorting thither to spawn.

N.—No nets shall be set in the said Bay nearer to each other than one hundred feet.

O.—Whenever it shall be found impracticable to discover the owner or owners for the time being of any net or nets laid in contravention of these Regulations, the Stipendiary Magistrate in charge of the Government Vessel for the protection of Fisheries, may, upon sight, proceed to remove the same from the place of obstruction.

P.—It shall not be lawful to use, in any manner whatsoever, for the purpose of taking Codfish or Halibut, set-lines or bultow lines, within Pleasant Bay, or at a less distance than three miles from any of the Magdalen Islands.

Q.—The penalty incurred for violation of either of the By-Laws hereinbefore made, shall be as declared by the 42nd section of the Statute, 22 Vic., Cap. 86, and recoverable as by the said Act provided.

The publication of the present Regulations in the *Canada Gazette*, shall be held sufficient to give force in Law.

P. M. VANKOUGHNET,

Commissioner.

FISHING FOR TROUT IN RIVER MAGOG, ST. FRANCIS.

DEPARTMENT OF CROWN LANDS.

FISHERIES BRANCH.

Ottawa, 4th August, 1866.

THE following Fishery Regulation has been approved and adopted by order of the Governor General in Council on the 3rd instant.

“The fishing for, catching or killing trout of any kind, and by any means, in the River Magog, or any of its tributary streams, within the district of St. Francis, between the 25th day of June and the 15th day of October, in each and every year, is hereby prohibited.”

ANDREW RUSSELL,

Assistant Commissioner of Crown Lands.

Fishery Regulations.

FISHING WITH NETS IN RIVERS DETROIT AND ST. CLAIR.

DEPARTMENT OF CROWN LANDS.

FISHERIES BRANCH.

Ottawa, 9th August, 1866.

THE following Fishery Regulation has been approved and adopted by order of the Governor General in Council on the 6th instant.

“Fishing with net or nets is prohibited except under Leases and Licenses from the Assistant Commissioner of Crown Lands, along the shores and in the waters of the Detroit, River and River St. Claire in Upper Canada.”

ANDREW RUSSELL,

Assist. Commissioner of Crown Lands.

HERRINGS, SALMON AND OYSTERS.—FISHING FOR—

GOVERNMENT HOUSE, OTTAWA.

Thursday, 28th day of May, 1868.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Honorable the Minister of Marine and Fisheries, and under the authority of the 19th Section of “The Fisheries Act,”

His Excellency in Council has be pleased to make the following Regulations :—

Herrings shall not be taken between the Fifteenth day of July and the Fifteenth day of October in any year, on the spawning ground, at the southern head of Grand Manan, in the Province of New-Brunswick, within the following limits, that is to say :—Commencing at the eastern part of Seal Cove, including the two Inner Islands (so called) at a place known as Red Point, thence extending westerly along the coast to the southern head of Bradford's Cove, and extending one mile from the shore ; and all nets or other fishing material, apparatus, tackle or gear used for catching Herrings on any part of the said ground during the period above described, shall be seized and confiscated ; and every person so using the same shall be subject to fine or imprisonment.

Fishery Regulations.

The fishing for or catching of Salmon with swing nets in any of the waters of Canada is hereby forbidden.

Oysters shall not be fished for, caught or killed between the First day of June and the First day of September in any year.

W. M. H. LEE,

Clerk Privy Council.

FISHERY REGULATIONS FOR PROVINCES OF ONTARIO AND QUEBEC.

GOVERNMENT HOUSE OTTAWA,

Friday 9th day of April, 1869.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Honorable the Minister of Marine and Fisheries, and under and in virtue of the 10th and 19th sections of the Act 31 Vic., cap. 60, intituled: "An Act for the regulation of Fishing and protection of the Fisheries," His Excellency in Council has been pleased to Order, and it is hereby Ordered, that the following regulations for the Provinces of Ontario and Quebec respectively, be and the same are hereby adopted and established, viz:—

REGULATIONS.

1. "No person shall fish for, catch or kill any Speckled (or brook) Trout between the Thirtieth day of September, in each year, and the First day of May in each succeeding year, in the Province of Ontario."

2. "No person shall fish for, catch or kill any Salmontrout during the months of October, November and December, in each year, in the waters of Lake Simcoe, in the Province of Ontario, nor any White-fish between the Ninth day of November and the First day of December in each year, in the aforesaid waters, nor any Maskinongé during the mouths of April and May, in each year, in the aforesaid waters, nor any Bass between the Nineteenth day of May and the Twenty-first day of June, in each year, in the aforesaid waters."

3. "No person shall fish for, catch or kill any Bass, Pickerel, (Dorée) or Maskinongé between the Fifteenth day of April and the First day of May, in each year, in the Province of Ontario."

4. "No person shall fish for, catch or kill any Bass, Pickerel (Dorée) or Maskinongé between the Thirtieth day of April and the Twenty-fourth day of May in each year, in the Province of Quebec." *

* Cancelled by O. C., of 1st. April 1870.

Fishery Regulations.

5. "Trout or "Lunge" shall not be fished for, caught or killed in the waters of Lake Memphremagog, in the Province of Quebec, between the Thirtieth day of September and the First day of December, in each year."

6. "Salmon may be fished for, caught or killed by means of nets on that part of the coast of Labrador, east of (and including) the River Kegashka, in the Province of Quebec, between the Thirtieth day of April and the Sixteenth day of August, in each year."

WM. H. LEE,
Clerk Privy Council.

DEEP SEA & COAST FISHERIES.

GOVERNMENT HOUSE, OTTAWA :

Wednesday, the 30th day of June, 1869.

For PRESENT and Honourable Members

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

WHEREAS it is expedient to restrict the application of the 14th subsection of section 13 of "The Fisheries Act" which requires that seines, nets or other apparatus used for catching fish shall be so raised or adapted as to admit the free passage of fish through past or out of the same between the hours of six o'clock on every Saturday evening to six o'clock on every following Monday morning, and it is desirable that such subsection should in its application be confined to nets and other apparatus in which salmon may be caught.

His Excellency, on the recommendation of the Hon. the Minister of Marine and Fisheries, and under and in virtue of the provisions of the nineteenth section of the said Act, has been pleased to make the following regulation viz :

"Subsection fourteen of the thirteenth section of the Fisheries Act shall, as affects the deep sea and coast fisheries in tidal Waters, apply only to salmon and the salmon fishery with nets and other apparatus within a distance of three miles on either side of the mouth of each river or stream."

WM. H. LEE,
Clerk Privy Council.

Fishery Regulations.

WATERS OF COUNTY OF OTTAWA SET APART FOR PROPAGATION OF FISH.

GOVERNMENT HOUSE, OTTAWA,

Monday, 14th day of February, 1870.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

HIS EXCELLENCY was pleased to lay before the Council a Report from the Honorable the Minister of Marine and Fisheries, stating that under and in pursuance of the provisions of the 15th clause of "The Fisheries Act" he has authorized certain waters, hereinafter mentioned, in the County of Ottawa, to be set apart for the natural propagation of Fish and requesting that the Sanction of His Excellency in Council be given thereto.

Whereupon HIS EXCELLENCY in Council under the authority given by the 19th Section of the said recited Act has been pleased to make the following.

Regulation :

"The waters in the County of Ottawa, in the Province of Quebec, commonly known as Dam Lake, Indian Lake, Long Lake, Forked Lake, Over-the-hill Lake, Mud Lake and Little Mud Lake, shall be and they are hereby respectively set apart from the first day of October in each year to the first day of May in each following year for the natural propagation of Fish, and that the said waters be so set apart for the said purpose during the present year (\$870) from the tenth day of February instant, to the thirtieth day of April next, both inclusive."

WM. H. LEE,
Clerk Privy Council.

BAIT FOR DEEP SEA FISHING.—SPECIAL PERMITS TO TAKE—

GOVERNMENT HOUSE, OTTAWA,

Tuesday, 22nd day of March, 1870.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Honorable the Minister of Marine and Fisheries, and under and in pursuance of the provisions of the 19th Section of the "Fisheries Act." His Excellency in Council has been pleased to make the following Regulation :

Fishery Regulations.

“ The Minister of Marine and Fisheries may authorize the issue of Special Permits to take bait for the *bona fide* purpose of deep Sea fishing, for any specified time during the Sunday close time prescribed by the Fishery Laws.”

WM. H. LEE,
Clerk Privy Council.

CLOSE SEASON, PROVINCE OF QUEBEC. — ORDER IN COUNCIL OF 9
APRIL 1870, AMENDED.

GOVERNMENT HOUSE, OTTAWA,

Friday, 1st day of April, 1870.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Honorable the Minister of Marine and Fisheries, and under and in virtue of the authority given by the 19th section of “ The Fisheries Act,” His Excellency in Council has been pleased to Order, and it is hereby Ordered, that the Fishery Regulation No. 4, established by Order in Council of 9th of April, 1869, fixing the close season for certain kinds of fish in the Province of Quebec, between the 15th of April and the 24th of May be, and the same is hereby cancelled, and the following established in lieu thereof.

Regulation.

“ No person shall fish for, catch; or kill any Bass, Pickerel (Dorée) or Maskinongé between the thirtieth day of April and the twenty-fourth day of May in each year, in the Province of Quebec.”

WM. H. LEE,
Clerk Privy Council.

SALMON FISHING.—SPECIAL LICENCES MAY BE GRANTED.

GOVERNMENT HOUSE, OTTAWA,

Thursday, 9th day of June, 1870.

PRESENT :

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

ON the recommendation of the Honorable the Minister of Marine and Fisheries, and under the provisions of the 19th Section of “ The Fisheries Act,” His Excellency has been pleased to Order, and it is hereby Ordered, that the following Regulation shall be, and the same is hereby adopted and established :

Fishery Regulations.

"Special Licenses may be granted by the Minister of Marine and Fisheries, to fish for and catch Salmon by means of any description of net specified therein, within five miles on either side of Wilmot's or Baldwin's Creek, in the Province of Ontario.

WM. H. LEE,
Clerk Privy Council.

FISHING APPARATUS PROHIBITED IN RIVER RICHELIEU.

GOVERNMENT HOUSE, OTTAWA,

Thursday, 9th day of June, 1870.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Hon. the Minister of Marine and Fisheries, and under the provisions of the 19th Section of "The Fisheries Act," His Excellency has been pleased to Order, and it is hereby Ordered, that the following Regulation shall be, and the same is hereby adopted and established :

The placing or using of Fishing Apparatus or materials for catching any kind of fish, in the River Richelieu and tributary streams, in the Province of Quebec, is hereby prohibited, except under authority of Leases or Licenses issued by the Minister of Marine and Fisheries."

WM. H. LEE,
Clerk Privy Council.

SALMON FLY SURFACE FISHING.—PERIOD FIXED FOR.

GOVERNMENT HOUSE, OTTAWA,

Wednesday, 22nd day of June, 1870.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Honorable the Minister of Marine and Fisheries, and under the provisions of the 19th Section of the "Fisheries Act" His Excellency has been pleased to Order, and it is hereby Ordered that the following Regulation shall be and the same is hereby adopted and established.

"Fishing for Salmon with a rod and line in the manner known as Fly "surface fishing in the Province of Nova Scotia, shall be allowed between the "30th day of April and the 1st day of September."

WM. H. LEE,
Clerk Privy Council.

Fishery Regulations.

CERTAIN WATERS IN PROVINCE OF ONTARIO SET APART—FISHING
BY MEANS OF NETS &c., IN ONTARIO & QUÉBEC, PROHIBITED.

GOVERNMENT HOUSE, OTTAWA,

Tuesday, 23rd August, 1870.

PRESENT:

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Honorable the Minister of Marine and Fisheries, and under the provisions of "The Fisheries Act," His Excellency in Council has been pleased to make the following Regulations.

The under mentioned waters are hereby set apart for the natural and artificial propagation of fish, as provided by the fifteenth section of *the Fisheries Act*, namely.

1. Certain waters situated on the North East part of lot No. 2, in the 10th Concession of the Township of North Dumfries, in the County of Waterloo in the Province of Ontario, on the West side of the Grand River, near the Town of Galt; now used for the purposes of breeding fish therein.

2. The waters of the River Trent, situated within the Counties of Northumberland and Hastings, in the Province of Ontario.

3. The waters of the Stream called Grafton Creek, in the Township of Haldimand, in the County of Northumberland, in the Province of Ontario.

4. The waters of the Stream called Baldwin's (or Wilmot's) Creek, in the Township of Clarke, in the County of Northumberland, in the Province of Ontario.

5. The waters of the Stream called Duffin's Creek, in the Township of Pickering, in the County and Province of Ontario.

6. The waters of the Stream called River Rouge, in the Townships of Pickering, Scarboro, and Markham, in the Counties of Ontario and York, in the Province of Ontario.

7. The waters of that part of Burlington Bay, now called "Kerr's Pond," situated in the Township of Nelson, in the County of Halton, in the Province of Ontario.

His Excellency in Council was further pleased to Order, and it is hereby Ordered, that the Regulation of 26th April 1867, adopted under the Statute 29 Victoria, Chapter 11, and continued in force in the Provinces of Ontario and Quebec, by 31 Victoria, Chapter 60 Section 2, shall be superseded by the following Regulation, viz:

Fishery Regulations.

Fishing by means of nets or other apparatus (except in the tidal deep sea fisheries without Leases or Licenses from the Department of Marine and Fisheries, is prohibited in all waters situated within the Provinces of Quebec and Ontario

WM. H. LEE,
Clerk Privy Council,
Canada.

SALMON FISHING IN RIVER CREDIT, HIGHLAND CREEK, &c

GOVERNMENT HOUSE, OTTAWA,

26th day of October, 1870.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

UPON the report of the Honorable the Minister of Marine and Fisheries, stating that he has under the authority of the Fisheries Act, authorized certain Waters to be set apart for the natural and artificial propagation of Salmon, and asking for sanction of the same.

His Excellency in Council, under the authority of the 31st Victoria, Chapter 60, known as "the Fisheries Act," has been pleased to make the following regulation for the better management and regulation of the Inland Fisheries, that is to say.

That the following waters be set apart for the natural and artificial propagation of Salmon.

1. The waters of the River Credit, in the Townships of Toronto, Esquesing Chinguacousy and Caledon, in the Counties of Peel and Halton, in the Province of Ontario.

2. The waters of Highland Creek, in the Township of Scarborough, in the County of York, in the Province of Ontario.

3.—The waters of Lyon's Creek, in the Township of Pickering, in the County of Ontario, in the Province of Ontario.

4. The waters of Barber's Creek, in the Township of Darlington, in the County of Durham, in the Province of Ontario.

WM. H. LEE,
Clerk, Privy Council,
Canada.

Fishery Regulations.

RIVER TOMKEDGWICK, RISTIGOUCHE, N. B., SET APART.

GOVERNMENT HOUSE, OTTAWA,

Saturday, 16th day of December 1871.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Honorable the Minister of Marine and Fisheries, and under and in pursuance of the provisions of the 19th section of "The Fisheries Act," His Excellency has been pleased to make the following regulation—

The waters of the River Tomkedgwick in the County of Ristigouche and Province of New Brunswick are hereby set apart for the natural and artificial propagation of fish.

Certified,

W^M. H. LEE,
Clerk, Privy Council,

FISHING FOR BASS IN NEW-BRUNSWICK & NOVA SCOTIA.

GOVERNMENT HOUSE, OTTAWA,

Monday, 7th day of April, 1873.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Hon. the Minister of Marine and Fisheries, and under the provisions of the 19th clause of "The Fisheries Act" His Excellency has been pleased to make the following Regulation :—

" No person shall fish for, catch, kill, buy, sell or have in possession any Bass between the first day of April and the first day of August in each year, in the Provinces of Nova Scotia and New Brunswick, nor at any time shall Bass of a less weight than two pounds be fished for. caught, killed, bought, sold or had in possession, and if caught by accident in nets or other fishing apparatus lawfully used for other fish, young Bass of less than two pounds weight shall be liberated alive at the cost and risk of the owner of the fishery on whom in every case, shall devolve the proof of such actual liberation : Provided, that nothing contained in this regulation shall prevent any person from fishing for, catching or killing Bass at all times by means of angling with a hook and line ; but the possession, purchase or sale of Bass so caught shall impose on the possessor, purchaser or seller the burden of proving the lawful capture thereof."

W. A. HIMSWORTH,
Clerk, Privy Council.

Finance.

REGULATION PROHIBITING THE FISHING FOR SOFT-SHEL LOBSTERS

GOVERNMENT HOUSE, OTTAWA.

Monday, 7th day of July, 1873

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Honorable the Minister of Marine and Fisheries, and under the provisions of the 19th clause of "The Fisheries Act," His Excellency has been pleased to make the following Regulation :—

"In the Provinces of Quebec, Nova Scotia and New Brunswick no person shall at any time, fish for, Catch, kill, buy, sell or have in possession any soft-shell Lobsters, or female Lobsters with eggs attached, nor shall Lobsters of a less weight than one and a half pound be at any time fished for, caught, killed, bought, sold or had in possession, but when caught by accident in nets or other fishing apparatus lawfully used for other fish, young Lobsters of less weight than one pound and a half shall be liberated alive at the risk and cost of the owner of the net or apparatus, or by the occupier of the fishery, on whom, in every case, shall devolve the proof of such actual liberation."

W. A. HIMSWORTH,
Clerk Privy Council.

CANADIAN SILVER COINS.—20, 10 & 5 CENTS PIECES, LEGAL TENDER.

PROVINCE OF CANADA, } EDMUND HEAD.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, QUEEN, Defender of the Faith, &c., &c., &c.

To all to whom these presents shall come, or whom the same may concern.

—GREETING :

GEO. ET. CARTIER, *Atty. Genl.* **W**HEREAS in and by a certain Act of the Legislature of Our Province of Canada, passed in the sixteenth year of Our Reign, chapter one hundred and fifty-eight, and intituled. "An Act to regulate the Currency," declared by Our Royal Proclamation issued under the Great Seal of Our said Province, and bearing date at Quebec, the fourth day of July

Finance.

July, in the year of Our Lord, one thousand eight hundred and fifty-four, and in the eighteenth year of Our Reign, to have force and effect upon, from and after the first day of August of the same year, as appointed by Us under the provisions of the said Act, it is amongst other things in effect enacted, that the denominations of money in the currency of Our said Province shall be pounds, dollars, shillings, cents and mills : the pound, shilling and penny shall have respectively the same proportionate values as they then had, the dollar shall be one-fourth of a pound, the cent shall be one-hundredth of a dollar, and the mile one-tenth of a cent ; also, that such silver coins as We may direct to be struck at Our Royal Mint, of the fineness then fixed by law for the silver coins of the United Kingdom, and of weights bearing respectively the same proportion to the value to be assigned to such coins in Our said Province, which the weights of the silver coins of the United Kingdom bear to the value assigned to them in the United Kingdom, shall, by such names as shall be assigned to them by US in Our Royal Proclamation, declaring them lawful money of Our said Province, pass current and be a legal tender at the rates assigned to them respectively in such Proclamation ; and that the Copper Coins of the United Kingdom shall, while lawfully current therein, pass current and be a legal tender in Our said Province, to the amount of one shilling currency, and no more, in any one payment, at the following rates, that is to say : the copper penny for two cents, the copper half penny for one cent, and any other subdivisions of the said copper penny for proportionate sums : Provided always, that any copper coins of like weights with those aforesaid respectively, which We may direct to be struck for the purpose, shall pass current and be a legal tender in Our said Province, at the like rates and to the like amount in any one payment ; And whereas We have directed and caused to be struck at Our Royal Mint, certain silver coins of the fineness fixed by law for the silver coins of the United Kingdom, and of weights bearing respectively the same proportion to the value assigned to them and for which they shall pass current in Our said Province, which the weights of the silver coins of Our United Kingdom bear to the value assigned to them in Our United Kingdom ; And whereas We have also caused to be struck at Our Royal Mint, certain copper coins for the purpose of the same passing current and being a legal tender in Our said Province ; Now Know YE, that We have assigned and do hereby assign to the said coins the following names, to wit ; the silver coins respectively " Twenty Cents, " " Ten Cents, " and " Five Cents, " and the copper coin " One Cent ; " and We do hereby declare the said silver and copper coins bearing the said names, to be lawful money of Our said Province, and that they shall pass current and be a legal tender at the following rates, to wit : the silver coins called " Twenty Cents " for one fifth part of a dollar, those called " Ten Cents " for the tenth part of a dollar, those called " Five Cents " for the twentieth part of a dollar, and the copper coin called " One Cent " for the hundredth part of a dollar, Of all which Our loving subjects of Our said Province, and all others whom

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whom these presents may concern, are hereby required to take notice, and to govern themselves accordingly.

By Command,

CHARLES ALLEYN,

Secretary.

10 December, 1858.

POST OFFICE SAVINGS BANKS.—REGULATIONS.

THE FOLLOWING REGULATIONS ARE MADE UNDER AUTHORITY OF THE ACT OF PARLIAMENT, 31 VICTORIA, CAP. 10, INTITULED : "AN ACT FOR THE REGULATION OF THE POSTAL SERVICE."

1. Every Post Office, being a Money Order Office, at which the Postmaster General shall permit deposits to be received for remittance to the Central Savings Bank in the Post Office Department at Ottawa, will be open for that purpose, and for the repayment of moneys withdrawn, during the hours appointed for the transaction of Money Order business at the said Post Office; and at such other hours as may from time to time be appointed in any case by the Postmaster General.

2. Deposits of One Dollar, or of any number of Dollars, will be received from any Depositor at the Post Office Savings Banks, provided the deposits made by such Depositor in any year ending the 30th June, do not exceed Three Hundred Dollars, except in special cases to be specially authorized by the Postmaster General, and provided the total amount standing in such Depositor's name in his ordinary deposit account in the books of the Postmaster General, do not exceed \$1,000, exclusive of interest.

No interest will be allowed on any sum over and above One Thousand Dollars in an ordinary deposit account.

3. Every depositor on making a first deposit, shall be required to specify his Christian name and surname, occupation and residence, to the Postmaster or other Officer of the Postmaster General, receiving such deposit, and make and sign the following Declaration, to be witnessed by the said Postmaster or other Officer receiving the deposit, or by some person known to him, or by a Justice of the Peace; and if such declaration or any part thereof, shall not be true, the Depositor making the same shall forfeit and lose all right and title to his deposits.

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Depositor's Book.

Place.....

No

DECLARATION BY DEPOSITOR ON MAKING FIRST DEPOSIT.

I, of
do hereby declare to the Postmaster General that I am desirous, on my own behalf, to become a Depositor in the Post Office Savings Bank. I do further hereby declare that I am not directly or indirectly entitled to any sum or sums standing in the name or names of any other person or persons in the books of the said Post Office Savings Bank ; and I do hereby also testify my consent that my deposits in the said Post Office Savings Bank, shall be managed according to the Regulations thereof.

Witness my hand, this day of 186...

Signed by the said Depositor

In the presence of me,

..... }
..... }

Save and except such sum or sums as may be standing in my name as Trustee jointly with the name or names, and on behalf of any other Depositor or Depositors.

A copy of the above declaration shall be printed within the cover of every Depositor's Book.

4. On making the Declaration, and in all cases in which the signature of a Depositor is required, if the Depositor cannot write, his mark must be affixed in the presence of a witness, and attested by the signature of that witness.

5. Every Deposit received by a Postmaster, or other Officer of the Postmaster General appointed for that purpose, shall be entered by him at the time in a numbered Book, and the entry shall be attested by him and by the dated stamp of his office, and the said Book, with the entry so attested, shall be given to the Depositor, and retained by him as primary evidence of the receipt of the deposit.

The Depositor shall sign his name in a place to be provided for his signature in the Depositor's Book.

The amount of each deposit, so received, and the name, occupation and residence of the Depositor, shall, upon the day of the receipt thereof, be reported to the Postmaster General, and the acknowledgment of the Postmaster General for the said deposit, signified in the following form, by the Officer whom he shall appoint for that purpose, shall be forthwith transmitted by Post to the Depositor as the conclusive evidence of his claim to the repayment of the deposit with the interest thereon, upon demand made by him on the Postmaster General.

Finance.

Depositor's Book.

Place.

No.

POST OFFICE DEPARTMENT,

SAVINGS BANK BRANCH,

OTTAWA.....186 .

The Postmaster of..... having reported to the Postmaster General, the receipt by him on the..... of your Deposit of \$....., that amount has been placed to the credit of your Account in the Books of the Post Office Savings Bank.

Examined,

.....
Superintendent.

To.....

NOTICE.—This Acknowledgment is of no value to any person but the Depositor to whom it is addressed.

If the Depositor does not receive the said acknowledgment within ten days from the day on which he made the deposit, he must apply for the same to the Postmaster General, by letter, and if necessary renew his application to the Postmaster General until he receives the said acknowledgment.

6. Interest calculated yearly. at the rate of Four dollars per cent per annum, shall be allowed on deposits, and sha'll be computed from the first day of the calendar month next following the day on which the deposit is made, up to the first day of the calendar month in which moneys are withdrawn.

The interest will be calculated to the thirtieth day of June in every year, and will then be added to, and become part of the principal money.

7. Deposits may be made by a Trustee on behalf of another person, in the joint names of such Trustee and the person on whose account such money shall be so deposited ; but repayment of the same, or any part thereof, shall not be made without the receipt and receipts of both the said parties, or the survivor or survivors, or the executors or administrators of such survivor, whose receipt and receipts either personally or by agent appointed by Power of Attorney, which Power of Attorney in the case of Minors may be executed by such Minor if of or exceeding the age of 14 years, shall alone be a valid discharge, except in case of insanity or imbecility of the party on whose behalf the deposits were made, when
the

Finance.

the Postmaster General may, on proof of the fact to his satisfaction, allow repayment to be made to the Trustee alone.

The following Declaration must be made in such cases :—

Depositor's Book.

Place.....

No.....

DECLARATION BY THE TRUSTEE OF A DEPOSITOR.

I.....of.....
do hereby declare to the Postmaster General that I am desirous of becoming a Depositor in the Post Office Savings Bank, as the Trustee of.....
of....., and I do further declare on behalf of myself,
and also on behalf of the said..... that we are not either
jointly or severally, directly or indirectly entitled to any deposit or benefit from
the funds of the Post Office Savings Bank, nor to any sum or sums standing in
the name or names of any other person or persons in the Books of the said Savings
Bank.

Witness my hand this.....day of.....186

Signed by the said Trustee

in the presence of me,

..... }
..... }

Save and except such sum or sums as may be standing in my name as a Depositor, on my own Account, or as Trustee jointly with the name or names, and on behalf of any other Depositor or Depositors.

And in case any such Declaration shall not be true, the person making the same shall lose all right and title to his deposits.

8. Deposits may be made by, or for the benefit of any person under 21 years of age.

In case of Minors under the age of 10 years, the Declaration must be made by one of the Parents or by a friend on behalf of the Minor.

Repayment to a Minor over 10 years of age shall be made in the same manner as if he were of full age.

9. Deposits may be made by married women, and deposits so made, or made by women who shall afterwards marry, will be repaid to any such women.

10. Every Depositor shall, once in each year, on the anniversary of the day on which he made his first deposit, forward his Book to the Postmaster General, in a cover to be obtained at any Post Office Savings Bank, in order that the entries
in

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in the said Book may be compared with the entries in the Books of the Postmaster General, and that the interest due to the Depositor on the preceding 30th June, may be inserted in his Book.

11. No charge shall be made upon Depositors for the Books at first supplied to them, or for Books issued in continuation thereof; but if any Depositor shall lose his Book, and shall desire a new Book, application must be made by him to the Postmaster General, by letter, stating the circumstances, and enclosing Postage Stamps of the value of twenty cents to pay for the new Book, should the application be granted, and the Postmaster General shall, as he thinks fit, issue a new Book, or return the Stamps to the applicant.

12. No charge for Postage shall be made upon the Depositors for the transmission of their Books to the Postmaster General, or for the return thereof to them, or for any applications they may have to make for acknowledgments of deposits, or for any application or necessary letter of enquiry respecting the sums deposited by them, or for the replies thereto.

13. Any Depositor wishing to withdraw the whole or part of the sum deposited by him, must make application for the same to the Postmaster General, in the following Form, a printed copy of which may be obtained at any Post Office Savings Bank.

No less amount than one dollar, or some number of dollars, shall be withdrawn, except when a Depositor withdraws all the money, both principal and interest, due to him.

Depositor's Book.

Place

No.....

(Date) day of.....186 .

To THE POSTMASTER GENERAL, OTTAWA.

I hereby give notice that I wish to withdraw the sum of dollars, from my Deposit Account, bearing the above Number in the Books of the Post Office Savings Bank, and I request that a Cheque may be issued for the above named sum, and made payable to me at thePost Office.

.....Signature }
Address } of Depositor.
Occupation }

NOTE.—If the Depositor cannot write, his mark must be affixed in the presence of Witness, and attested by the signature of that Witness.

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In this Form the Depositor must specify the number of his Book, the name of the office at which his Deposit Book was issued, the sum which he wishes to withdraw, his occupation and residence, and the Post Office at which he wishes to receive his money. On receipt, by the Postmaster General, of his application, a Cheque in the following Form, for the amount required, payable at the office named, shall be sent to him by Post :—

Depositor's Book.	Cheque No.....
Place	POST OFFICE DEPARTMENT. SAVINGS BANK BRANCH, Ottawa .....186
No	

To the Postmaster of.....
 Pay..... of..... the
 sum of..... dollars, on production
 of his Deposit Book, and on his satisfying you that he is the person entitled to the
 same, and charge the amount to this Department.

Entered
 \$ Examined.....
Superintendent.

DEPOSITOR'S RECEIPT.

 Stamp of paying
 Post Office.

I hereby acknowledge the receipt of the above named sum.
(Signature of Depr.)

NOTE.—If the Depositor cannot write, his mark must be affixed in the presence of a Witness, and attested by the signature of that Witness.

By the same Post, the Postmaster of the office at which the Cheque is made payable, shall be advised of the issue of the Cheque. This Cheque must be presented by the Depositor, with the least possible delay, at the Post Office named thereon, together with the Depositor's Book, in which the Postmaster shall enter the amount repaid, and attest the entry with his signature, and the dated stamp of his office. The Postmaster shall take a receipt from the Depositor on the Cheque, for the amount repaid to him.

The Postmaster General will endeavour to prevent fraud, and to identify every Depositor transacting business with the Post Office Savings Bank; but if any person shall fraudulently represent himself to be a Depositor, and by forwarding the proper notice of withdrawal, and by presentation of the Depositor's Book, and compliance with the rules of the Department, shall obtain any sum of money belonging to that Depositor, the Postmaster General will not be responsible for the loss thereof.

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14. Payment of the Postmaster General's Cheque for a withdrawal shall be made only to the Depositor in person, or to the bearer of an order under his hand, signed in the presence of a Justice of the Peace for the place in which the Depositor resides,—or, in case of sickness, of the medical attendant. If the Depositor be resident abroad, his signature must be verified by some constituted authority of the place in which he resides.

The following is the form of order to be signed by the Depositor on such occasions, a copy of which may be obtained at the Post Office at which the Cheque is made payable.

Depositor's Book.	ORDER BY A DEPOSITOR WHO CANNOT ATTEND PERSONALLY TO RECEIVE PAYMENT.	No. of Cheque.....
Place		Date of do
No.....		

To the Postmaster of.....

I, the undersigned, do hereby authorize and direct.....
.....the Bearer of this Order, to receive on my Account the
sum of.....due to me under the above
described Cheque of the Post Office Savings Bank, for which sum the receipt of
the above named person shall be a good and sufficient discharge.

As witness my hand, this.....day of.....187 .

.....Signature	} Of Witness.Signature	} Of Depositor.
.....Address		.....Address
.....Occupation		.....Occupation

15. When a Depositor has more than One hundred Dollars at the credit of his ordinary deposit account, and desires to transfer that sum to a special deposit account, bearing interest at the rate of 5 per cent. per annum,—he may make application to the Post Master General on the following Form, a printed copy of which may be obtained at any Post Office Savings Bank.

Depositor's Book.	APPLICATION TO TRANSFER.....HUNDRED DOLLARS
Place	TO A SPECIAL DEPOSIT ACCOUNT.
No.....	(Date).....day of.....187....

I,.....hereby request the Postmaster
General to transferhundred dollars now at the credit of my *ordinary*
deposit account, bearing the above Number in the Books of the Post Office Savings
Bank, to a *special* deposit account in the said Books, bearing 5 per cent. per annum
interest

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interest, and that he will grant me a Certificate of such special deposit under such conditions as to notice of redemption, and subject to such Regulations as in other respect may be expressed thereon, or from time to time may be made by the Postmaster General in regard to such special deposits and Certificates thereof.

Signed by the said Depositor
in the presence of me

.....Signature,
of Depositor.

.....
.....

The Postmaster General shall then, if the transfer be approved, make the transfer accordingly, and return to the Depositor a Certificate for each Hundred Dollars so transferred. Such Certificate will be evidence of the Depositor's claim upon the special deposit Account for One Hundred Dollars, with the interest due thereon from the date of the Certificate, and shall be redeemable upon such previous notice as may be therein expressed, and such special deposit Accounts and the Certificates thereof shall in all respects be subject to such Regulations as the Postmaster General, with the sanction of the Governor in Council, may from time to time make.

The Certificates of Special Deposit will not be transferable.

16. The Interest which may become due on such special deposit Accounts will be calculated to the 30th day of June in every year, and will then be credited to the Depositor in this ordinary Deposit Account.

17. In case any Depositor shall die, leaving any sum of money not exceeding \$300, exclusive of interest, deposited in the Post Office Savings Bank, and Probate of his Will, or Letters of Administration or Acte of Curatelle or Tutelle, be not produced to the Postmaster General, or if notice in writing of the existence of a Will, and intention to prove the same, or to take out Letters of Administration or be appointed Tutor or Curator, be not given to the Postmaster General at the Post Office Department within the period of one month from the death of the Depositor; or, if such notice be given, but such Will be not proved, or Letters of Administration or Actes of Tutelle or Curatelle be not taken out, and the Probate or Letters of Administration, Actes of Tutelle or Curatelle (as the case may be) produced to the Postmaster General within the period of two months from the death of the Depositor, it shall be lawful for the Postmaster General, after such period of one or two months, as the case may be, to pay and divide such funds at his discretion to or amongst the widow, or relatives of the deceased Depositor, or any one or more of them; or, if he shall think proper, according to the provisions of law governing the distribution of property in such cases.

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18. In case any Depositor shall die leaving any sum of money in the Post Office Savings Bank, which (exclusive of interest) shall exceed the sum of \$300,00, the same shall only be paid to the Executor or Administrator, Tutor or Curator on the production of the Probate of the Will, Actes of Tutelle or Curatelle or Letters of Administration of the Estate or Effects of the deceased Depositor, to the Postmaster General.

19. If any Depositor, being illegitimate, shall die intestate, leaving any person or persons who, but for the illegitimacy of such Depositor, and of such person or persons, would be entitled to the money due to such deceased Depositor, it shall be lawful for the Postmaster General, with authority, in writing, of the Attorney General of Canada, to pay the money of such deceased Depositor to any one or more of the persons who, in his opinion, would have been entitled to the same, according to Law, if the said Depositor, and such person or persons, had been legitimate.

20. If any Depositor shall become insane, or otherwise incapacitated to act, and the same shall be proved to the satisfaction of the Postmaster General, and if the Postmaster General shall be satisfied of the urgency of the case, he may authorize payment, from time to time, out of the funds of such Depositor to any person whom he shall judge proper, and the receipt of such person shall be a good discharge for the same.

21. If any dispute shall arise between the Postmaster General and any individual Depositor, or any executor, administrator, Tutor or Curator, next of kin, or creditor, or assignee of a Depositor who may become bankrupt or insolvent, or any person claiming to be such executor, administrator, Tutor or Curator, next of kin, creditor or assignee, or to be entitled to any money deposited in the Post Office Savings Bank, then, and in every such case, the matter in dispute shall be referred, in writing, to the Attorney General of Canada; and whatever award, order, or determination shall be made by the said Attorney General of Canada, shall be binding and conclusive on all parties, and shall be final, to all intents and purposes, without any appeal.

22. The Postmasters, or other Officers of the Post Office, engaged in the receipt or payment of deposits, shall not disclose the name of any Depositor, nor the amount deposited or withdrawn by him, except to the Postmaster General or to such of his Officers as may be appointed to assist in carrying out the provisions of the Post Office Act in relation to Post Office Savings Banks.

23. In the construction of these Regulations, unless there is something in the subject or context repugnant thereto, every word importing the singular number only shall mean and include several persons or things, as well as one person or thing and the converse; and every word importing the masculine gender

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gender only shall mean and include a female as well as a male ; and the word " month " shall refer to a calendar and not a lunar month.

A. CAMPBELL,
Postmaster General.

Post Office Department, }
Ottawa, March, 1868. }

Approved by His Excellency the Governor General in Council, the 2nd March, 1868.

(Signed,) WM. H. LEE,
Clerk Privy Council.

AT THE COURT AT WINDSOR,

The 14th day of May, 1868.

PRESENT :

THE QUEEN'S MOST EXCELLENT MAJESTY IN COUNCIL.

WHEREAS there was read this day at the Board the Draft of a Proclamation declaring Gold Coins made at the Branch of the Royal Mint at Sydney, New South Wales, a legal tender in certain of Her Majesty's Possessions abroad specified in a Schedule attached to the said Draft Proclamation.

Her Majesty having taken the same into consideration, was pleased by and with the advise of Her Privy Council, to approve thereof, and to order, and it is hereby ordered, that the said Proclamation do take effect and come into force in each of Her Majesty's Possessions abroad, specified in the aforesaid Schedule, upon and from and after such day, as shall be for that purpose limited by the Governor or Officer Administering the Government of each of the said Possessions by any Proclamations to be by them for that purpose respectively issued in each of such Possessions.

And the Most Noble the Duke of Buckingham and Chandos, one of Her Majesty's Principal Secretaries of State, is to give the necessary directions for causing publication to be made hereof within Her Majesty's said Possessions abroad.

(Signed,) ARTHUR HELPS.

Draft Proclamation referred to in the foregoing Order in Council.

BY THE QUEEN.

PROCLAMATION for declaring Gold Coins made at the Branch Mint at Sydney, New South Wales, a legal tender throughout such parts of Her Majesty's dominions as specified in the schedule hereunto annexed.

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Whereas, by an Order in Council, bearing date the Nineteenth day of August, One Thousand Eight Hundred and Fifty-three, we have thought fit to order that a Branch of Our Royal Mint, should be established at or near Sydney, in New South Wales.

And whereas in the Eighteenth year of Our Reign, by an Order in Council, dated the Eighteenth day of October, One Thousand Eight Hundred and Fifty-four, we have thought fit to order that certain pieces of Gold Money should be coined at the said Branch of Our Royal Mint, to be called respectively Australian Sovereigns and Australian Half Sovereigns, and to be of the same respective weights, fineness and values with the Sovereigns and Half Sovereigns now current within this Our Realm.

And whereas, pursuant to and in virtue of the powers given in our said Orders in Council, it is provided that a Coinage of the said Australian Sovereigns and Half Sovereigns shall be made, and that every such Australian Sovereign shall have for the obverse Our Effigy, with the inscription, "Victoria D. G., Britanniar Regina F. D.," and the date of the year, and for the reverse the word: "Australia" placed in the centre of piece encircled by a laurel wreath and surmounted by the Royal Crown with the inscription "Sydney Mint, One Sovereign," and with a graining on the edge, and that every such Australian Half Sovereign shall have the obverse in every respect similar to that of the Sovereign, and for the reverse the same word, "Australia," in the centre encircled and surmounted in like manner, but for the inscription the words "Sydney Mint, Half Sovereign," and a graining on the edge.

And whereas, pieces of Gold Money have been and will be coined at our said Branch of the Royal Mint in pursuance of orders issued and to be issued.

And whereas, by an Act passed in the Twenty-ninth and Thirtieth years of Our Reign, entitled: "An Act to enable Her Majesty to declare Gold Coins to be issued from Her Majesty's Colonial Branch Mints a Legal Tender for payments, and for other purposes relating thereto," it is provided that "It shall be lawful for Her Majesty, from time to time, by Proclamation issued with the advice of Her Privy Council to declare that for such period, and subject to such conditions as may be specified in such Proclamation, Gold Coins made at such Colonial Branch Mint, of designs approved by Her Majesty, and being of the same weight and fineness as are required by law with respect to Gold Coins of the same denominations made at Her Majesty's Mint in London, are to be a legal tender for payments within any part of Her Majesty's Dominions to be specified in such Proclamations, in which Gold Coins issued from Her Majesty's Mint in London shall at the date of the issue of such Proclamation be a legal tender, and upon such Proclamation being issued Gold Coins made of such designs and being of such weight and fineness as aforesaid, shall be a legal tender for payments accordingly.

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GOLD COINS MADE AT SYDNEY MINT, LEGAL TENDER IN CANADA.

THE DUKE OF BUCKINGHAM TO LORD MONCK.

CANADA.

Separate.

DOWNING STREET,

25th May, 1868.

My Lord,

With reference to your despatch No. 200, 24th November, 1866, I have the honor to transmit to you the accompanying copies of an order of Her Majesty in Council and of a Proclamation for declaring the Gold Coins of the Sydney Mint, a legal tender in those of Her Majesty's possessions abroad which are specified in the schedule annexed to the Proclamation.

You will be so good as to cause this Proclamation to be published in Canada, in the most authentic manner.

A similar Order in Council was passed on the 10th of November 1866, for making these coins a legal tender in the Colonies mentioned below :

Antigua,
Barbadoes,
Bahamas,
Bermuda,
Cape of Good Hope,

British Columbia,
Dominica,
Falkland Islands,
Gold Coast,
Gambia,
Gibraltar,
British Guiana,
Granada,
Honduras,
Jamaica,
Lagos,

Malta,
Montserrat,
Nevis,
Natal,
St Helena,

Sierra Leone,
St. Vincent,
St. Christopher and its
dependencies.
St. Lucia,
Trinidad,
Tobago,
Turks and Caicos Islands,
Vancouver Island,
Virgin Islands.

I have &c.,

(Sd.) BUCKINGHAM & CHANDOS.

Governor,
The Right Honble.
Viscount Monck.
&c., &c., &c.

Finances.

AND WHEREAS Gold Coins issued from Our Royal Mint in London are at present a legal tender in such parts of Our Dominions as are specified in the Schedule hereunto annexed.

WE THEREFORE, by and with the advice of Our Privy Council, have thought fit to issue this Our Royal Proclamation, and We do ordain, declare and command, that from and after the date of the publication of this Our Proclamation by the Governor or other officer Administering the Government of such part or parts of Our Dominions as are specified in the Schedule hereunto annexed, Coins made at the said Branch Mint, of designs approved by Us at Sydney aforesaid, and being of the same weight and fineness as are required by Law, with respect to Gold Coins of the same denominations made at Our Mint in London, shall be a legal tender for payments within such part or parts of Our Dominions, as are specified in the said Schedule, until such period as this Our Proclamation shall be revoked, by and with the advice of Our Privy Council aforesaid.

Given at Our Court at Windsor, this fourteenth day of May, 1868.

GOD SAVE THE QUEEN.

Schedule of Her Majesty's Possessions abroad referred to in the Order in Council, dated 14th day of May, 1868, and in the Draft Proclamation, the issue of which is ordered by the said Order in Council.

CANADA,
PRINCE EDWARD ISLAND,
NEWFOUNDLAND.

WARRANTS. REGULATIONS RESPECTING MODE OF ACQUITTAL OF.—

Rules prescribed by the Treasury Board, under Sanction of the Governor General in Council, in reference to the mode of Acquittal of Warrants for the payment of Money by the Government of Canada.

1. No officer in the Civil Service shall, under any circumstances, be permitted to act as Attorney for the receipt of Public Monies.

2. No Power of Attorney will be recognized, received, or acted upon, by the Receiver General, which is not printed; and of the form to be obtained from the Department of the Receiver General, under which only payment can be made, and such power will operate as to any sum of money due only by the Government at the date of the Power of Attorney.

3. General powers of Attorney, authorizing the receipt of money due, or which may become due, after its date, by which any Chartered Bank or Agent
of

Finances.

of a Chartered Bank is constituted the Attorney, will be received and acted upon if printed, and of the special form to be obtained from the Department of the Receiver General, and in the event of the Power being to the Agent of a Chartered Bank, the Bank must declare itself, by a proper instrument in writing, responsible for the acts of such Agent, in respect to the receipts of monies thereunder.

It is, however, optional with the party executing any Power of Attorney to a Bank or Agent of a Bank, prior to the execution, to erase the words "or may hereafter become due."

4. Duplicate Powers of Attorney must be produced in every case, except when there may be a General Power of Attorney, as above mentioned, to a Chartered Bank or Agent of a Bank, in which case the duplicate must be lodged with the Finance Department.

5. All Powers of Attorney, and duplicates, must be signed in the presence of a witness.

6. In case of the death of the person in whose behalf payment is claimed, probate of Will or other proof that the applicant is entitled to receive the money, must be furnished on application for such payment.

Blank Forms of Powers of Attorney, may be obtained from the Department of the Receiver General, and at all Branches of the Bank of Montreal.

By Order of the Board.

JOHN LANGTON,
Secretary.

Treasury,

Ottawa, 1st February, 1870.

U. S. SILVER COINS.—PROCLAMATION FIXING VALUE OF

[L. S.] JOHN YOUNG.
CANADA.

VICTORIA, by the Grace of God of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, &c., &c., &c.

To all to whom these presents shall come, or whom the same may in any wise concern.—GREETING :

A PROCLAMATION.

JOHN A. MACDONALD,
Attorney General,
CANADA.

} WHEREAS, in and by a certain Act of the
Parliament of Canada passed in the Thir-
ty-First year of Our Reign, Chaptered Number
Forty-five intituled "An Act respecting currency" it is amongst other things in
effect enacted that Our Governor may at any time after the passing of that Act
declare by Proclamation that all or any of the Silver coins of the United States of
America,

Finances.

America, or of any other foreign nation or State, coined before the passing of the said Act, shall, when of the weights and dates to be assigned in such proclamation, pass current, and be a legal tender in the Provinces of Quebec, Ontario, and New-Brunswick at rates in currency to be assigned to them respectively in such Proclamation, to such amount in any one payment, as may be therein declared.

NOW KNOW YE and we do hereby declare and proclaim that on, from and after the FIFTEENTH day of APRIL now next hereafter, the Silver coins namely : half dollars quarter dollars, dimes and half dimes of the United States of America, coined before the passing of the herein before in part recited Act of the Parliament of Canada, that is to say ; subsequent to the First day of July, which was in the year of Our Lord one thousand eight hundred and fifty-three, and prior to the Twenty Second day of May, which was in the year one thousand eight hundred and sixty-eight, and which are herein after mentioned, shall, when of the weights and dates hereinafter assigned in this Our Royal Proclamation pass current and be a legal tender in the Provinces of Quebec, Ontario and New-Brunswick at rates in currency hereinafter assigned to them respectively, in this, Our Royal Proclamation, to the amount of Ten dollars in any one payment. And we do hereby further declare and proclaim that the Silver coins of the United States of America aforesaid shall be of the weights and dates hereby assigned, and pass current, and be a legal tender as aforesaid, at the rates in currency hereby assigned to them respectively by this Our Royal Proclamation, that is to say :—half dollars of the weight of one hundred and ninety-two grains at Forty cents—quarter dollars of the weight of Ninety-Six grains at Twenty cents—dimes of the weight of Thirty-Eight grains and four tenths of a-grain at eight cents ; and half dimes of the weight of Nineteen grains and Two tenths of a grain at four cents.

Of all which Our loving subjects and all others whom these presents may concern, are hereby required to take notice and to govern themselves accordingly.

By Command,

J. C. AIKINS,

Secretary of State.

4th February 1870.

Finance.

CANADIAN SILVER COINS, 50 CENTS AND 25 CENTS PIECES.

[L. S.] JOHN YOUNG,
CANADA.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, QUEEN, Defender of the Faith, &c., &c., &c.

To all to whom these presents shall come, or whom the same may in anywise concern—GREETING :

A PROCLAMATION.

JOHN A. MACDONALD,
Attorney General,
CANADA.

WHEREAS in and by the Fifteenth Chapter of the Consolidated Statutes of Canada, intituled : " An Act respecting the Currency " it is amongst other things in effect enacted that the denominations of money in the currency of our then Province of Canada, shall be pounds, dollars, shillings, cents and mills ; the pound, shilling and penny, shall have respectively the same proportionate values as they then had, the dollar shall be one fourth of a pound, the cent shall be one hundredth of a dollars, and the mill one tenth of a cent : and it is further in effect enacted that such silver Coins as we may direct to be struck at Our Royal Mint, of the fineness fixed by Law, for silver coins of the United Kingdom, on the first day of August, in the year one thousand eight hundred and fifty four, and of weights bearing respectively the same proportion to the value to be assigned to such coins, in Our then Province of Canada, which the weight of the silver coins of the United Kingdom, bear to the value assigned to them in the United Kingdom, shall, by such names as shall be assigned to them, by Us, in Our Royal Proclamation, declaring them lawful money of Our then Province of Canada, pass current, and be a legal tender at the rates assigned to them respectively in such Proclamation.

AND WHEREAS, it is in and by the British North America Act, 1867," amongst other things in effect enacted that the Provinces of Canada, Nova Scotia, and New Brunswick, shall form and be one Dominion, under the name of Canada ; and further, that the parts of the Province of Canada, as they existed at the passing of the Act, now in recital, and which formerly constituted respectively the Provinces of Upper Canada and Lower Canada shall be deemed to be severed, and shall form two separate Provinces, and that part which formerly constituted the Province of Upper Canada, shall constitute the Province of Ontario ; and that part which formerly constituted the Province of Lower Canada, shall constitute the Province of Quebec. And it is further in and by the said Act in recital, in effect enacted, that all powers, authorities, and functions, which, under any Act of the Legislature of Canada, are at the Union, vested in or exercisable by the Governor, as therein mentioned, shall as far as the same continue in existence and capable of being exercised after the Union, in relation to the Government of
Canada

Finance.

Canada, be vested in and exercisable by the Governor General, as therein mentioned.

AND WHEREAS, we have directed and caused to be struck at Our Royal Mint, certain Silver Coins of the fineness fixed by Law for the Silver Coins of the United Kingdom, and of weights bearing respectively the same proportion to the value assigned to them, and for which they shall pass current in the Provinces of Ontario and Quebec aforesaid, which the weights of the Silver Coins of Our United Kingdom bear to the value assigned to them in Our United Kingdom.

NOW KNOW YE, that we have assigned and do hereby assign to the said coins respectively, the following names, to wit:—"Fifty Cents" and "Twenty-five Cents."

And we do hereby declare the said Silver Coins bearing the said names, to be lawful money of the Provinces of Ontario and Quebec (two of the Provinces of Our Dominion of Canada) respectively, and that they shall pass current and be a legal tender therein respectively, at the following rates, to wit: the Silver Coins called "Fifty Cents" for one half of a dollar, and those called "Twenty five Cents" for the fourth part of a dollar.

Of all which, our loving subjects and all others whom these presents may concern, are hereby required to take notice and govern themselves accordingly.

By Command,

J. C. AIKINS,

17th September 1870.

Secretary of State.

CANADIAN SILVER COINS OF 50 CENTS AND 25 CENTS DECLARED
LEGAL TENDER IN N.B., TO THE AMOUNT OF \$10 IN
ANY ONE PAYMENT.

[L. S.] JOHN YOUNG.

C A N A D A.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, &c., &c., &c.

To all to whom these presents shall come,

GREETING :

PROCLAMATION.

JOHN A. MACDONALD, } WHEREAS in and by a certain Act of the Legislature
Attorney General, } of the Province of New Brunswick, passed in the
CANADA. } Fifteenth Year of Our Reign, Chapter 85, and intituled :
" An Act for establishing a tender in all payments to be made in this Province,
and for consolidating and amending the laws relating to the currency therein,"
it is amongst other things in effect enacted that the unit of account in our said
Province

Finance.

Province shall be the pound equal to Twenty Shillings currency of the then present currency, and shall be such that the Pound sterling, as represented by the British Sovereign, of the weight and fineness then fixed by the law of the United Kingdom of Great Britain and Ireland, shall be equal to, and any such British Sovereign shall be a legal tender for, One Pound Four Shillings and Four Pence currency; provided always that all sums of money and accounts may be legally mentioned, described, and stated, either in dollars and decimal parts of a dollar, or in the then currency.

AND WHEREAS, in and by a further Act of the Legislature of the Province of New Brunswick, passed in the Twenty-third Year of Our Reign, Chaptered Forty-eight, and intituled: "An Act relating to the mode of accounting and currency, it is, among other things, in effect enacted that the dollar referred to in the here-inbefore in part recited Act shall be equivalent to and divided into One Hundred Cents, and of such value that Four Dollars, or Four Hundred Cents, shall be equal to One Pound currency, and every cent shall be divided into ten mills; that Twenty Cents shall be equal to One Shilling currency, and so on in proportion for any greater or lesser sum.

And it is further by the said Act now in recital enacted that such silver coins, representing dollars or the divisions of a dollar, as we shall see fit to direct to be struck for the purpose, and at such rates as we shall assign to them respectively, shall pass current and be a legal tender to the amount of Ten Dollars, in any one payment, as in the said Act, now in recital, is particularly mentioned,

AND WHEREAS, it is in and by "the British North America Act, 1867," amongst other things in effect enacted, that the Provinces of Canada, Nova Scotia, and New Brunswick shall form and be one Dominion, under the name of Canada; And further, that all powers, authorities, and functions, which under any Act of the Legislature of New Brunswick are at the Union vested in, or exercisable by, the Governor as therein mentioned shall, as far as the same continue in existence, and capable of being exercised after the Union, in relation to the Government of Canada, be vested in, and exercisable by, the Governor General as therein mentioned.

AND WHEREAS we have seen fit to direct to be struck for the purposes in the said Acts herebefore in part recited respectively mentioned, certain silver coins representing the divisions of a dollar; and it appears to Us expedient to assign to them, respectively, such rates as are hereinafter mentioned, at which the same shall pass current, and be a legal tender in the Province of New Brunswick, as in the said Act mentioned.

NOW KNOW YE that we have seen fit to direct to be struck certain silver coins, representing the divisions of a dollar, that is to say "Fifty Cents" and "Twenty-five Cents," and we do hereby assign to them the following rates in the
Province

Finance.

Province of New Brunswick (one of the Provinces of the Dominion of Canada,) that is to say: the silver coins called "Fifty Cents" for one half of a dollar, and those called "Twenty-five Cents" for the fourth part of a dollar, and that at such rates respectively, the same shall pass current, and be a legal tender according to the provisions of the Act of the Legislature of the Province of New Brunswick, secondly hereinbefore in part recited.

OF ALL which Our Loving Subjects and all others whom these presents may concern, are hereby required to take notice and to govern themselves accordingly.

By Command,

J. C. AIKINS,
Secretary of State.

21st September, 1870.

NOTES—DRAFTS.—DUTY THEREON DECLARED.

GOVERNMENT HOUSE, OTTAWA,

Wednesday, 21st September, 1870.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

WHEREAS doubts have arisen as to whether the kind or class of instruments hereinafter mentioned, is or is not chargeable with any and what duty, under an Act of the Parliament of Canada, made and passed in the 31st year of Her Majesty's reign, chaptered 9, and intitled: "An Act to impose duty on Promissory Notes and Bills of Exchange," and whereas it is desirable to declare the duties which, under the said Act, are chargeable upon the same.

His Excellency the Governor-General, by and with the advice of The Queen's Privy Council for Canada, in pursuance of the authority in this behalf given in and by the 9 Section of the Act, hereinbefore mentioned, doth hereby Order and declare that all Promissory Notes, Drafts, or Bills of Exchange, for amounts not less than Twenty-five dollars (\$25) made, drawn or accepted, out of or elsewhere than in Canada, or payable out of or elsewhere than in Canada, but negotiated in Canada, are chargeable with the duties named in the 1st Section of the Act, according to the true meaning thereof, and there shall be levied, collected, and paid to Her Majesty, for the public uses of the Dominion, the duties therein mentioned.

Wm. H. LEE,
Clerk Privy Council, Canada.

Finance.

GOLD COINS MADE AT THE SYDNEY MINT.

(General.)

CIRCULAR.

DOWNING STREET,
6th April, 1871.

Sir,—I have the honor to transmit to you copies of Two Proclamations by Her Majesty, for giving currency within the Colonies therein mentioned to Gold Coins made at the Branch Mint at Sydney, New South Wales, of the like designs as those approved for the corresponding coins of the currency of the United Kingdom.

I have to instruct you to publish these Proclamations in the usual manner.

I have the honor to be,

Sir,

Your most obedient humble Servant,

KIMBERLEY.

The Officer Administering
the Government of Canada.

By the Queen.

A PROCLAMATION.

(FOR GIVING CURRENCY TO GOLD COINS MADE AT THE BRANCH MINT AT SYDNEY, NEW SOUTH WALES, OF THE LIKE DESIGNS AS THOSE APPROVED FOR THE CORRESPONDING COINS OF THE CURRENCY OF THE UNITED KINGDOM.)

VICTORIA, R.

WHEREAS by an Order in Council bearing date the fourteenth day of January, one thousand eight hundred and seventy-one, We have thought fit to order that the designs for gold coins to be coined at the Sydney Branch of Our Royal Mint, pursuant to Our Order in Council of the nineteenth day of August, one thousand eight hundred and fifty three, establishing the said Branch of Our Royal Mint at Sydney, should be the like designs as now are and from henceforth may be from time to time approved by Us, and in force for the corresponding coins of the currency of this Realm, and of the designs aforesaid, shall be made at the said Sydney Branch of our Royal Mint: And whereas pieces of money of the above description will be coined at the said Branch of Our Royal Mint, in pursuance of Orders issued and to be issued by Us; We have, therefore, by and with the advice of Our Privy Council, thought fit to issue this Our Royal Proclamation,

Finance.

mation, and We do ordain, declare, and command, that from and after the publication of this Our Proclamation in the London Gazette, all the said pieces of money so to be coined shall be current and lawful money within the United Kingdom of Great-Britain and Ireland ; and that from and after the promulgation of this Our Proclamation by the Governors or Officers administering the Government of the hereinafter mentioned Colonies and Possessions respectively, that is to say :—

Antigua	Natal,
Bahamas,	Nevis,
Barbadoes,	Newfoundland,
Bermuda,	New South Wales,
British Columbia,	New Zealand,
British Guiana,	Prince Edward Island,
Canada,	Queensland,
Cape of Good Hope,	St. Christopher and its
Dominica,	Dependencies,
Falkland Islands,	St. Helena,
Gambia,	St. Lucia,
Gibraltar,	St. Vincent,
Gold Coast,	Sierra Leone,
Grenada,	South Australia,
Honduras,	Tasmania,
Jamaica,	Tobago,
Lagos,	Trinidad,
Malta,	Turk's and Caicos Islands,
Mauritius,	Virgin Islands,
Montserat,	Western Australia,

all the said pieces of money so to be coined shall be current and lawful money in Our said several Colonies and Possessions; and shall pass and be received as current and lawful money, and be a legal tender in the United Kingdom and the said Colonies and Possessions respectively, from the times aforesaid, at the like values and by the like names as the corresponding coins of the currency of this Realm, and concurrently with any coins now current in the United Kingdom and the said Colonies and Possessions respectively.

Given at Our Court at OSBORNE HOUSE, ISLE OF WIGHT, this fourteenth day of January, in the year of Our Lord, one thousand eight hundred and seventy-one, and in the thirty-fourth year of Our reign.

GOD save the QUEEN.

Finance.

BY THE QUEEN,

A PROCLAMATION.

(For giving currency in certain Colonies to Gold Coins made at Sydney. New South Wales, of the like designs of those approved for the corresponding Coins of the Currency of the United Kingdom.)

VICTORIA R.

WHEREAS, in pursuance of Orders issued and to be issued by Us, a coinage of Gold Coins, in accordance with the Standards of Weight and Fineness of the Coins of the Currency of the United Kingdom of Great Britain and Ireland and of the like designs as now are and from henceforth may be from time to time approved by Us and in force for the corresponding Coins of the Currency of the said United Kingdom, is being or will be made at the Sydney Branch of Our Royal Mint, We have, by and with the advice of Our Privy Council, thought fit to issue this Our Royal Proclamation. And We do Ordain, Declare, and Command that upon and from and after the promulgation thereof by the respective Governors or Officers administering the Governments of Our Colony of Victoria and all or any other of Our Colonies and Possessions wherein Gold Coins, issued from our Mint in London, are a legal tender, other than the Colonies and Possessions specified in the Proclamation promulgated in pursuance of Our Order in Council of the 14th January, 1871, relating to the aforesaid Gold Coins, all the said pieces of Gold money so coined or to be coined shall be, and shall pass, and be received, as current and lawful money, and be a legal tender for payments in Our said Colony of Victoria and Our said other Colonies and Possessions respectively from the times aforesaid, at the like values and by the like names as the corresponding Coins of the Currency of the United Kingdom of Great Britain and Ireland, and concurrently with any coins now current in the said Colony of Victoria and the said other Colonies and Possessions respectively.

Given at our Court, at Windsor, this Twenty fourth day of March, in the year of Our Lord One Thousand Eight Hundred and Seventy-one, and in the Thirty fourth Year of Our Reign.

GOD SAVE THE QUEEN.

DEBENTURES PAYABLE IN CANADA.

For the convenience of the holders of Debentures payable in Canada, the coupons will for the future be payable by the several Assistant Receivers General.

Coupons of Debentures of the late Province of Canada will be paid either at Ottawa or at Montreal or Toronto.

Finance.

Coupons of Debentures of Nova Scotia and New Brunswick will be paid at Halifax and St. John respectively.

Coupons of Debentures of the Dominion will be paid either at Ottawa or by any of the Assistant Receivers General in the several Provinces of the Dominion.

As the coupons must be verified where the Debentures Books are kept, before payment, coupons of the late Province of Canada or of the Dominion, if required to be paid elsewhere than at Ottawa, must be presented to the Assistant Receiver General where they are to be paid, who will give a receipt for them in a form furnished to him, and transmit them to Ottawa for verification, from whence he will receive authority to pay them. As a few days must thus elapse between the presentation of a coupon and its payment, they may be presented if desired before they are due, and upon being verified they will be paid by the Assistant Receiver General when due.

As the books of the old Debentures of Nova Scotia and New Brunswick are kept at Halifax and St. John, no delay is necessary for verification in those cases.

If any holder of a Debenture payable in Canada wishes to convert it into Dominion Stock, 6 per cent Debentures may be so converted into 6 per cent Stock, and 5 per cent Debentures into 5 per cent Stock, at par. In this case the Debenture must also be sent to Ottawa for verification whereupon certificate of Stock will be issued.

T. D. HARINGTON,
Deputy Receiver General.
JOHN LANGTON, Auditor.

Ottawa, September 25th, 1871.

DEBENTURES.—NOTICE AS TO PAYMENT OF INTEREST ON—

INTEREST ON STERLING DEBENTURES PAYABLE IN LONDON.

NOTICE is hereby given, by order of the Treasury Board, that from and after the 1st of January next, no coupons on Debentures payable in London will be paid in Canada.

JOHN LANGTON,
Sec. Treas. Board.

Ottawa, October 4th, 1871.

Finance.

DEBENTURES.—CONVERSION INTO STOCK.—REGULATIONS.

CONVERSION OF DEBENTURES INTO STOCK.

All 5 per cent. currency Debentures may be converted into 5 per cent. stock at par, whatever may be the period for which the Debentures have to run.

All 6 per cent. currency Debentures not maturing before January 1878, when the 6 per cent stock is redeemable, may be converted into 6 per cent. stock at par.

The six per cent. currency Debentures issued in 1868 on which there is an endorsement that they are convertible into stock, may be so converted at par.

Six per cent currency Debentures maturing before 1878 may be converted into stock upon application to the Treasury Board, and at such rates as the Board may direct in each case.

In case it should be desired to convert any 5 per cent. or 6 per cent. Debentures payable in London into stock, application must be made to the Treasury Board in each case.

In the three first cases above mentioned the Debentures may be sent in to the Receiver General or to any Assistant Receiver General, upon which a certificate of stock will be issued. If the case should be one which has to be submitted to the Treasury Board, the application should be sent to the Secretary of the Board with full particulars as to the nature of the Debentures.

JOHN LANGTON,

Ottawa, 9th December, 1871.

Sec. Treas. B.

RAILWAYS.

BAY-LAW

To Fix and Establish the rates for conveying Freight and Passengers, on the
COBOURG AND PETERBORO' RAILWAY

The COBOURG AND PETERBOROUGH RAILWAY COMPANY, in pursuance of the Statute in that behalf, hereby enact, that the Rates of Tolls mentioned and set forth in the Schedule or Tariff hereunto annexed, shall be taken and exacted by this Company for the carriage and conveyance of Goods, Wares, Merchandize and Freight, and Passengers, over the said Railway, for the distances therein set forth, and the servants, agents, and others employed by the said Company are hereby authorized, and required to take and exact the said rates for the services and distances therein set forth; and

They do further enact that the Toll therein mentioned shall be fixed and regulated as therein set forth, subject to the approval of HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL, pursuant to the Statute in that behalf passed and enacted

Railways.

enacted this Sixth day of April, in the year of Our Lord, one thousand eight hundred and fifty-four.

THOMAS SCOTT, President.

DAVID BURN, Secretary & Treasurer.

COBOURG AND PETERBORO' RAILWAY.

FREIGHT TARIFF PER 100 POUNDS, IN CENTS, INCLUDING ALL ARTICLES NOT OTHERWISE SPECIFIED.

STATIONS.	Miles.		Cobourg.	Baltimore.	Bradin's.	Harwood.	Indian Village.	Keene.	Morgan's.	Peterboro'.
	Between Stations.	From Cobourg.								
Cobourg				6	9	10	12	13	14	15
Baltimore	5	5	6		6	9	11	12	13	14
Bradin's	5	10	9	6		6	9	10	11	12
Harwood (S. Shore of Rice Lake)	5	15	10	9	6		6	8	9	10
Indian Village	3	18	12	11	9	6		6	8	9
Keene	3	21	13	12	10	8	6		6	9
Morgan's	3	24	14	13	11	9	8	6		6
Peterboro'	5	29	15	14	12	10	9	9	6	

SPECIAL RATES TO AND FROM COBOURG.

Lumber per M. B. M.	50	75	1,00	1,25	1,40	1,50	1,60
Square Timber per M. B. M., lengths, 25 feet and under	75	1,00	1,50	1,75	1,85	1,95	2,00
Shingles in bunches per M.	6	8	10	14	15	19	20
Railway ties per hundred	4,00	4,50	5,00	6,00	6,50	6,75	7,00
Fence posts.	2,50	2,75	3,00	3,50	4,00	4,50	5,00
Staves, (owner to load and unload,) per 100 lbs..	3	5	7	8	9	10	11
Saw logs, (do do do) each	15	25	35	40	45	48	50
Flour per barrel	4	8	10	11	12½	14	15
Salt and Plaster	10	12½	15	16	16½	19	20
Potash	25	30	35	40	42	48	50
Whiskey, not exceeding 40 gallons....	15	22	25	27	30	36	40
Pork and Beef	10	13	15	18	20	24	25
Beer, not exceeding 30 gallons.....	12	14	15	16	17	19	20
Wheat, Clover and Timothy, Pease and Barley per bushel	2	3	3	3½	3½	4	4
Oats per bushel	1	1½	1½	1¾	1¾	2	2
Pig Iron and Coal per ton	75	1,10	1,50	1,65	1,85	1,90	2,00
Horses and Oxen	35	45	60	70	75	85	1,00
Cows	20	30	40	50	60	70	75
Cattle under 3 years.....	15	25	30	35	40	45	50
Sheep and Calves, 3 months and under, do	12½	16	18	20	22	25	25
Live Hogs	14	18	20	25	28	30	30
Fresh Beef and Pork in hogs, per hundred lbs....	10	12	15	17	18	19	20
Fire Wood, (owner to load and unload,) per cord.	70	1,00	1,25				

Railways.

SPECIAL RATES.

All light and bulky articles will be charged 1 cent per mile per 100 pounds.

No article, however small, will be taken for less than 100 pounds, and no charge less than 25 cents will be made.

Live stock shall be entirely at the owner's risk of loss or damage.

Carboys and mineral acids must specify distinctly the contents, or the shipper will be held responsible for any damage that may arise from them, and will only be taken at the owner's risk.

Perishable property must always be prepaid:

- On Oak, Walnut, Ash, Maple, Cherry and Yellow Pine lumber, 25 per cent will be added to the rates in the Table.

Timber and Spars over 25 feet long will be carried at special prices to be agreed upon between the general freight Agent and the owner.

Lumber and Timber of all kinds to be loaded and unloaded by the owners. One day only will be allowed for loading and unloading cars, unless a special agreement to the contrary be made in writing; and whenever a car is suffered to remain loaded for twenty-four hours after its arrival at Cobourg, unless otherwise agreed, a charge will be made for the use of the car while standing loaded, at the rate of \$2 per day; or the Company may, at their option, unload the car and charge for the same. 12½ cents per M. feet B. M. will be charged for lumber loaded by the Company, and the same for unloading.

To determine the contents of each car when loaded with lumber, it will be measured by solid or cubic feet; each cubic foot will be estimated to contain 10 superficial feet or B. M. In all cases where lumber of different lengths is loaded promiscuously on the same car, the whole load will be estimated to be of the length of the longest on said car, but when loaded separately the actual dimensions of each length will be taken. Planed lumber, joist, scantling and plank, exceeding two inches in thickness, will be estimated to contain eleven feet B. M. to each cubic foot.

No charge will be made for the storage of lumber arriving at Cobourg within two weeks of the close of Navigation in the fall, until two weeks after the opening of Navigation in the spring. Lumber arriving at Cobourg in the spring, summer and autumn between the periods above specified, must be removed from the Company's grounds within two weeks after its arrival, or 10 cents per M. feet B. M. will be charged for each day that it remains there more than two weeks after such notice. Navigation to be considered open in the spring when the Lake Steamers commence carrying the Mail from Hamilton to Kingston, and to close when they cease to do the same in the fall.

Railways.

All articles, the bulk of which renders it necessary to be shipped in open Cars, will be taken by special contract, as to price and risk of damage, and the contract must be in writing.

CONDITIONS AND RULES.

1st. The Company will not receive or carry any Bank Bills, Drafts, Notes, Deeds, Contract or other Writings, or be responsible for their loss.

2nd. No conductor or other Agent of the Company is authorized to take charge of Bank Notes, Money or other valuable papers.

3rd. No Gold, Silver, Coin or Bullion, or Manufactured Articles of Gold or Silver, Jewels, Watches, Pictures, Plated Articles, Glass, Silk or Lace, will be carried by the Company, for the loss of which it will be responsible, unless with such articles, when delivered, is also delivered a memorandum in writing, stating the character and kind of articles and their value, and unless a proper extra price for the carriage and responsibility for such articles be paid.

4th. Gunpowder, Friction Matches and the like Combustible Articles, will not be taken on any terms; and if found secreted or among other goods, they will be forfeited or destroyed; and in case of damage, the consignor, owner or other party interested in the articles, will be held liable therefor.

5th. Articles will not be received for transportation, unless properly packed in suitable Casks, Boxes, Bales or Packages, and each must be well and clearly marked with the name of the Consignee, and of the Station where they are to be delivered, otherwise they will not be receipted for: in which case no damages for loss or miscarriage will be paid. All property is subject to cooperage when necessary.

6th. The Company will not be liable for property, unless receipted by a duly authorized Agent, and the destination of property cannot be changed after delivery.

7th. The Company will not be responsible for damage occasioned by delays from storms, accidents or unavoidable causes, or by the decay or injury of perishable articles, or from injury to property produced by frost, heat or the elements.

8th. The Company will only be liable as Warehousemen, for property while in their storehouse or on their grounds; (consequently, all property of every description is at the owner's risk from fire.)

9th. Storage, at customary rates, will be charged for all property not taken from the warehouse within twenty-four hours after arrival.

10th. No single article or package will be taken at less charge than 25 cents.

Railways.

11th. This Company will not be accountable for the breakage of Glass, Glassware, Looking Glasses, and Marble, or for damages to the hidden contents of packages, or for breakage and bursting, or by improper packing, or for loss of Nuts and Shot shipped in bags, nor for any deficiency in Dry Goods, Boots, Shoes, Hats, Caps, and Straw Goods, unless the packages are properly strapped and sealed when shipped.

12th. Cars for the conveyance of Cattle, Pigs, Sheep, Lumber, Staves or Grain in bulk, may be arranged for by special application.

All Agents, Conductors and Laborers employed on the Trains, will be particularly careful, under all circumstances, in handing property in their charge.

SPECIAL CONTRACTS CAN BE MADE FOR LARGE LOTS OF FREIGHT.
TERMS : CASH ON DELIVERY.

DAVID BURN, *Secretary.* THOS. SCOTT, *President.*
May, 1854.

COBOURG AND PETERBORO' RAILWAY.—REGULATION AND TARIFF
OF TOLLS.

PASSENGER TARIFF.
In Cents per Passenger.

STATIONS.	Miles.									
	Between stations.	From Cobourg.								
			Cobourg.	Baltimore.	Bradin's.	Harwood.	Indian Village.	Keene.	Morgan's.	Peterboro'.
Cobourg				25	45	60	70	80	90	100
Baltimore	5	5	25		25	45	60	70	80	90
Bradin's	5	10	45	25		25	40	50	60	75
Harwood (S Shore of Rice Lake)	5	15	60	45	25		25	30	40	60
Indian Village	3	18	70	60	49	25		25	30	50
Keene	3	21	80	70	50	30	25		25	40
Morgan's	3	24	90	80	60	40	30	25		25
Peterboro'	5	29	100	90	75	60	50	40	25	

May 1854. THOMAS SCOTT, *President,*
DAVID BURN, *Secretary.*

Railways.

GOVERNMENT HOUSE,

QUEBEC, Friday, 21st April, 1854.

PRESENT :

HIS EXCELLENCY THE ADMINISTRATOR IN COUNCIL.

His Excellency was pleased to lay before the Council, for approval, a By-Law, dated the 6th instant, passed by the Cobourg and Peterboro' Railway Company, intituled, "By-Law to fix and establish the rates for conveying Freight and Passengers on the Cobourg and Peterboro' Railway," with the Freight Tariff and the Passenger Tariff, accompanying the said By-Law.

Whereupon His Excellency, by and with the advice and consent the Council, was pleased to approve of the above mentioned By-Law and accompanying Tariffs, and to order that the same, together with this Order, shall have two weekly publications in the Canada Gazette, in conformity to the provisions of the Provincial Statute 14th and 15th Vict., Cap. 51, subsections "fourthly and fifthly" of Section 14.

(Certified,) WM. H. LEE, C. E. C.

COPY.

By-Law for altering and amending the Rates or Tariff of Tolls upon the Cobourg and Peterborough Railway.

The Cobourg and Peterborough Railway Company, in pursuance of the Statute in that behalf, hereby enact that the Rates of Tolls mentioned and set forth in the Schedule hereunto annexed, shall be taken and exacted in lieu and instead of the Rates for the same articles heretofore charged by this Company for the carriage and conveyance of goods, wares, merchandize and freight over the said Railway for the stations and distances therein set forth; and the servants, agents and others employed by this Company, are hereby authorized and required to take and exact the said Rates for the services and distances therein set forth. And further that the Tolls and Rates in said Schedule shall be subject to the approval of the Governor in Council, pursuant to the Statute in that behalf.

Passed and enacted this second day of February, in the year of Our Lord one thousand eight hundred and fifty-six.

H. COVERT, President,
Cobourg and Peterborough Railway Company.

Railways.

SCHEDULE.

SPECIAL RATES TO AND FROM COBOURG. <i>in Cents.</i>							
	Baltimore.	Bradins.	Harwood.	Indian Village.	Keene.	Morgans.	Peterborough.
Lumber per M., B. M.....	75	100	130	160	160	180	180
Square Timber, per M., B. M., lengths 25 feet and under.....	80	100	150	200	200	200	200
Shingles, in Bunches per M	8	10	15	20	20	25	25
Railway Ties, per hundred	400	600	600	600	600	600	600
Fence Posts, per cord.....	125	125	125	125	125	125	125
Staves, (owner to load and unload,) per hundred pounds.....	6	6	10	12	12	12	12
Saw Logs, (do do) pear standard each.....	25	25	40	45	45	50	50
Flour, per barrel.....	5	12½	12½	16	17	19	19
Salt and Plaster, do	10	12½	15	20	20	25	25
Potash, do	25	30	40	45	45	50	50
Whiskey, not exceeding 40 gallons, per barrel.....	15	25	30	35	35	40	40
Pork and Beef, do	10	15	20	25	25	30	30
Beer, not exceeding 30 gallons do	10	15	20	22	22	25	25
Wheat, Corn, Rye, Peas, Barley, Clover and Timothy, per bushel	3	4	4½	5	5	5	5
Oats, do	1½	1½	1½	2	2	2	2
Pig Iron and Coal, per ton.....	80	120	160	190	190	200	200
Horses and Oxen, each			60	90	90	100	100
Cows, do			50	60	70	75	75
Cattle under 3 years do			40	50	50	60	60
Sheep and Calves, 3 months old and under, do	12½	16	18	25	25	30	30
Live Hogs, per 100 lbs.....			20	28	28	30	30
Fresh Beef and Pork, in hogs, per 100 lbs.....	10	12	15	20	20	20	20
Fire Wood, (owner to load and unload,) per cord.....	425	125	125	125	150	150	150

EXECUTIVE COUNCIL CHAMBER,

Toronto, 29th March, 1856.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency was pleased to lay before the Council a By-Law passed by the Cobourg and Peterborough Railway Company on the second day of February last, intituled "By-Law for altering and amending the Rates or Tariff of Tolls upon the Cobourg and Peterborough Railway," together with the Schedule accompanying the said By-Law.

Whereupon His Excellency in Council was pleased to approve of the said By-Law and accompanying Schedule, and to direct that the same, together with this order, shall have two weekly publications in the *Canada Gazette* in conformity to the provisions of the fourth and fifth sub-sections of the fourteenth clause of the Railway Clauses Consolidation Act.

W. H. LEE, C. E. C.

Railways.

STANSTEAD, SHEFFORD & CHAMBLY RAILROAD COMPANY.

PASSENGER TARIFF.

From St. John to Kemp Road.....	\$0. 25	4 $\frac{1}{2}$ miles.
Do " Soixante.....	" 40	7 $\frac{1}{2}$ "
Do " Ste. Brigide.....	" 50	9 $\frac{1}{2}$ "
Do " West Farnham.....	" 75	13 $\frac{1}{8}$ "
From West Farnham to Ste. Brigide.....	\$0. 25	4 miles.
Do " Soixante.....	" 35	6 "
Do " Kemp Road.....	" 50	9 "
Do " St. Johns.....	" 75	13 $\frac{1}{2}$ "

TARIFF OF FREIGHT.

1st Class Goods per Ton of 2000 lbs.

From West Farnham to St. Brigide.....	\$1. 00	Ⓕ Ton.
Do " Soixante.....	1. 25	"
Do " Kemp Road.....	1. 75	"
Do " St. Johns.....	2. 00	"
From St. Johns to Kemp Road.....	\$1. 00	Ⓕ Ton
Do " Soixante.....	1. 50	"
Do " St. Brigide.....	1. 75	"
Do " West Farnham.....	2. 00	"

2nd Class Goods Ⓕ Ton of 2000 lbs.

From West Farnham to St. Brigide	\$0. 80	Ⓕ Ton.
Do " Soixante.....	1. 00	"
Do " Kemp Road.....	1. 40	"
Do " St. Johns.....	1. 60	"
From St. Johns to Kemp Road.....	\$0. 80	Ⓕ Ton.
Do " Soixante.....	1. 20	"
Do " St. Brigide.....	1. 40	"
Do " West Farnham.....	1. 60	"

SPECIAL RATES OF FREIGHT FROM WEST FARNHAM TO ST. JOHNS.

Ashes in Lots over 50 lbs. p. 2000 lbs.....	\$1 50	Cattle in Lots of 3 or over.....	\$ 80
" " " 10 " ".....	1 75	" " over 12.....	80
p. Barrel.....	40	Sheep and Calves, each.....	15
Apples p. ".....	10	" " in Lots of 6 or over....	12 $\frac{1}{2}$
Beef and Pork in lots over 50 Bls. p. Barrel	25	Hogs, each.....	25
under 50 " ".....	30	" in Lots of 6 or over.....	20

Railways.

Brooms Corn p. Dozen.....	07	Liquors, Pipes or Puncheons.....	1 00
Eggs in Lots over 25 Bls, p. Barrel.....	10	“ in Lots of 20 or over.....	1 00
“ “ under 25 “ “.....	15	“ Hhds, 6 gallons.....	60
Flour in Lots over 100 “ “.....	12½	“ in Lots of 50 or over.....	50
“ “ “ 20 “ “.....	15	“ Barrels 30 gallons.....	35
“ “ under 20 “ “.....	17	“ in Lots of 50 or over.....	35
Large Lots by Special Contract.		Lumber.	
Grain.		Oak sawed p. 1000 ft.....	1 25
Barley in Car Loads p. 100 Bushels.....	2 50	Other Kinds Dry 1 Inch.....	80
Corn “ p. 100 “.....	3 00	Do green from Boats 30-070 additional..	
Flax Seed in Bags p. 100 “.....	3 00	Do green from Rafts 40-070 additional.	
“ in Lots over 100 Bls.....	20	Large Lots by special Contract.	
“ “ under 100 “.....	25	Lemons and Oranges p. Box.....	15
“ “ under 50 “.....	30	Oysters p. Barrel.....	40
“ “ over 50 20 “.....	30	Peaches p. Basket.....	15
“ “ under.....	30	Pails p. Dozen.....	10
Oats in Car Loads p. 100 Bushels.....	2 00	Salt p. 100 Bushels of 70 lbs.....	6 00
Wheat “ “ “.....	3 00	“ in Lots over 100 Bushels.....	4 00
Horses, each.....	80	Specie in Kegs or Boxes p. \$1000..	40 00
“ in Lots of 3 or over.....	80	Carriages, Barouches or Post Coach.....	4 00
“ “ 6 “.....	75	Two Horse Carriage, Waggon or Sleigh...	2 00
Cattle, each.....	1 00	One Horse Waggon, Sleigh or Cart.....	1 00

All unenumerated articles charged as analogous articles, very bulky or troublesome articles, such as large Stones, castings, Machinery, &c., will be taken at Company's convenience and charged extra at discretion.

First Class Freight consists of

Books and Papers.
 Bales and Boxes Merchandise.
 Buffalo Robes.
 Cordage.
 Cotton Wool.
 Crockery.
 Dry Goods.
 Drugs and Medicines at owners risk.
 Earthen ware.
 Fish, Fresh, murtle prepaid.
 Furs.
 Furniture Packed.
 Glass, Window, at owners risk.
 Glass ware do
 Government Stores.
 Hamp.
 Hides, Dry Loose.
 Hops.
 Iron Wrought and Castings.
 Mahogany.
 Machinery not boxed.
 Paints.
 Pipes.
 Pottery in Boxes or Barrels (murtle prepaid).
 Raisins.
 Shovels and Spades.
 Stoves, Fancy and Cook (owners risk).
 Tea.
 Veneers Packed.
 Wool.
 Tobacco, Tin, Turpentine.

2nd Class Freight, in Lots over 2000 lbs.

Bones Packed.
 Butter.
 Burn Blocks.
 Coffee.
 Cheese.
 Cands.
 Dye Woods.
 Flour in Bags.
 Grind Stones.
 Hardware Packed or Boxes or Casks.
 Hay Pressed.
 Hides, raw, green.
 Horns Packed.
 Iron Bar Pig Sheet and Scrap.
 Lard.
 Leather.
 Manilla.
 Molasses.
 Marble, at owners risk.
 Nails.
 Oils.
 Pitch.
 Plaster Paris.
 Pork in Hog.
 Rice.
 Rags.
 Rosin.
 Spirits of Turpentine.
 Sugar.
 Soap.
 Shot, Stoves, Plain, Tallow, Tar.

Railways.

SPECIAL FREIGHT.

Baggage, Batting, Broom Corn, Cigars, Fancy Goods, Military Baggage, Light and bulky articles, and all articles not in 1st or 2nd Class or at special rates.

I hereby certify that the foregoing Tariff of Tolls for the carriage of Passengers and Freight over the Stanstead, Shefford & Chambly Railroad, was approved by His Excellency the Governor General in Council, on the 18th day of February 1859.

W. A. HIMSWORTH,
Clerk Privy Council.

BROCKVILLE AND OTTAWA RAILWAY.—TARIFF OF TOLLS.

COPY OF A REPORT OF A COMMITTEE OF THE HONORABLE THE EXECUTIVE COUNCIL, APPROVED BY HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL ON THE 2ND APRIL, 1863.

THE Committee have had under consideration a Report dated 30th ult., from the Hon. the Chairman of the Board of Railway Commissioners, stating that certain By-laws adopted by the Brockville and Ottawa Railway Company on the 2nd day of February 1863, and submitted with the said report, that is to say: "By-law for establishing tolls to be demanded and received for all passengers and goods transported on the Brockville and Ottawa Railway," and "General By-laws, Rules and Regulations of the Brockville and Ottawa Railway Company, adopted by the Shareholders, February 2, 1863,"—have been taken into consideration by the Board and been found to contain nothing inconsistent with Law or at variance with public interests and that they therefore submit the same for Your Excellency's approval.

The Committee advise that the By-laws so submitted be sanctioned.

Certified,

WM. H. LEE,
C. E. C.

B Y - L A W

For establishing tolls to be demanded and received for all passengers and goods transported upon the Brockville and Ottawa Railway.

Be it ordained and enacted by the Shareholders of the Brockville and Ottawa Railway Company duly assembled at the Office of the said Company, in the Town of Brockville, in Annual General Meeting, on the Second day of February, in the year of Our Lord, one thousand eight hundred and sixty-three, and it is hereby ordained and enacted as follows:

Railways.

1. That the tolls, rates and charges payable for the carriage or conveyance of passengers upon the Railway of said Company shall be—

For each and every first class passenger at the rate of *four cents* for every mile of transportation upon the said Railway ;

For each and every second class passenger at the rate of *three cents* for every mile of transportation upon the said Railway.

2. That the tolls, rates and charges payable for the transportation upon the said Railway, of Goods, Wares and Merchandize classified as hereinafter contained and set forth, shall be—

For first class goods at the rate of *twenty cents* a mile for every ton of two thousand pounds ;

For second class goods at the rate of *fourteen cents* a mile for every ton of two thousand pounds ;

For third class goods at the rate of *twelve cents* a mile for every ton of two thousand pounds ;

For fourth class goods at the rate of *eight cents* a mile for every ton of two thousand pounds ;

For double first class goods—double first class rates ;

And for one and a half first class goods, one and a half first class rates :

For first, second, third and fourth class goods between intermediate stations at the rate of *thirty cents*, *twenty-five cents* and *twenty cents* a mile for every ton of two thousand pounds respectively ;

For special class goods at such rate as may be agreed upon not exceeding the aforesaid rates respectively.

3. That the transportation of all goods, wares and marchandize upon the said Railway, and the rates payable therefor as aforesaid, shall be subject to the following general conditions.

GENERAL CONDITIONS OF FREIGHT TRANSPORT.

1. Articles will not be received for transportation unless properly packed in suitable casks, boxes, bales or packages, and plainly marked and directed.

2. This Company will not be accountable for any article unless same be signed for as received by a duly authorized Agent.

3. Nor will they be responsible for the loss of or damage done to Money in Cash, or Bills or Promissory Notes. or securities for Money, or jewellery, trinkets, rings, precious stones, bullion, gold and silver manufactured or unmanufactured, gold and silver plate or plated articles, clocks, watches, time pieces, marbles, lace,

Railways.

lace, furs, silks in a manufactured or unmanufactured state, and whether wrought up or not with other materials, writings, title deeds, prints, paintings, maps, engravings, pictures, stamps or other valuables, nor for damage done to China glass, wearing apparel, musical instruments, furniture, toys, castings, or any other such hazardous or brittle articles in packages or otherwise.

4. Nor for damages occasioned by delays from storms, accidents, or unavoidable causes, or for damages from fire, heat, frost or decay of perishable articles, or from civil commotion, or foreign invasion.

5. Nor for loss or damage of any packages insufficiently packed, marked, directed or described, containing a variety of articles liable, by breaking, to damage each other, or other articles, nor for leakage arising from bad casks, or bad coooperation, or from fermentation.

6. Nor for loss or damage done goods put into returned wrappers or boxes, or packages described as empty, nor for any goods left until called for, or to order, or warehoused for the convenience of the parties to whom they belong, or by or to whom they are consigned.

7. Neither will they be responsible for any deficiency in the weight or measure of grain, &c., nor for loss or deficiency in weight, number or measurement of lumber or timber carried by the car load.

8. No agent or other employee of the company is authorized to take charge of bank notes, money or other valuable papers.

9. Senders of any dangerous articles will be held accountable for any damage arising therefrom or thereto, unless the contents are described as such upon the directions, that due care may be observed in the loading, and in no case will the Company be liable for the loss of any such article; and the Company will not undertake the carriage of aquafortis, vitriol, friction matches on any terms whatever, gunpowder carried by special agreement only.

10. All articles will be at the owner's risk at the several way stations and platforms where depot buildings have not yet been established by the Company, from the moment such articles are delivered as directed or marked, or until taken into the cars, as the case may be. And no articles destined for such points will be received unless the *Freight is prepaid*, and unless specially arranged to the contrary, the putting out of such articles at such stations or platforms will be a delivery whether any one is there to receive or not.

11. Fish, fruit, meat, poultry and green hides, or other perishable articles, are conveyed at the owner's risk, and will immediately be sold to secure the freight, if not paid when such articles arrive at the Railway Station, or are offered for delivery.

Railways.

12. When goods are intended, after being conveyed upon this Railway, to be forwarded by some other Company or carrier to their final destination, the duplicate receipts furnished by the Consignor must specify the same and the articles be marked accordingly. This Company will not be responsible for such articles or for any accident or loss to the same after they have left the line of the Brockville and Ottawa Railway Company to be so forwarded.

13. When an invoice covers a variety of articles, as a lot of furniture, &c., each separate piece must be properly *marked and numbered* and a *bill of particulars* furnished by the Consignor in duplicate, one to be receipted and the other to go with the Way Bill.

14. Demurrage at the rate of *two dollars* per car per day will be charged on all cars not unloaded within twenty-four hours after arriving, unless a special agreement to the contrary be made in writing.

15. Carriages when not boxed will be taken only at owner's risk, and they must be securely protected or covered, so that there will be no liability to injury by fire, weather or chafing.

16. All articles of freight arriving at the place of their destination, must be taken away within *forty-eight hours*. The Company reserving the right of charging storage on the same, or placing the same in store at the risk and expense of the owner, if they see fit after a lapse of that time.

17. All articles except where it is otherwise especially provided, will be *charged by weight*, either actual or estimated.

18. Nine tons of 2000 lbs. shall be considered a full car load, and any excess over nine tons will be charged double rates.

19. No goods will be delivered until the freight and charges thereon are paid; and if not paid within six weeks after arrival, they will be sold, and the proceeds applied towards satisfaction of such claims and expenses.

20. All property of every description is at the owner's risk from fire (after being delivered on the Company Station grounds,) and from all other loss or injuries, except such as may arise from negligence of the Company's Agents.

21. No claims for loss or damage to property (for which the Company may be accountable) will be allowed, unless *notice in writing* be given before the goods are removed from the Company's premises.

22. Live stock will be taken at the prices stated in this tariff of rates, on application to the Company's Agents, and giving reasonable notice; but in no case will over nine tons be taken in a car.

Railways.

23. The Company will not assume any responsibility for injuries which may be received by the animals, in consequence of their being wild, vicious, unruly or weak, or from any delay in their reaching their destination at the usual time, as per the time tables of this road, or in consequence of heat, suffocation or other ill effects of being crowded upon the cars of this Company, but the owners or their agents, one to each lot, if equal to a car load, will be permitted to pass free upon the train with their stock to take care of it.

All live stock conveyed over this line is to be loaded and discharged by the owner or his agent, and to be under his sole care, and in all respects at his risk then, and during transit, to be fed, watered and taken care of by him at his expense.

24. Lumber will be taken at the prices stated in this tariff, at the following estimated quantities, viz :

Cars loaded with 12 ft. lumber, not exceeding 2 inches in thickness 2 lengths 3 ft. 11 in. high, will be estimated at 8 1-m feet, B. M.;

2 inches in thickness, 2 lengths, 3 ft. 5 in. high, will be estimated at 7 1-m feet, B. M.

Planed lumber, joists, scantling and plank exceeding two inches in thickness :

2 lengths, 3 ft. 5 in. high, will be estimated at 8 1-m feet B. M.

2 lengths, 3 ft. high, will be estimated at 7 1-m feet B. M.

If the lumber exceeds 12 ft. in length, additions will be made in proportion to the increased length.

25. All lumber to be loaded and unloaded by the owner, or at his expense ; excepting lumber freighted to Brockville for shipment, which will be unloaded by the Company, free of charge.

26. Every lumber car, on being loaded, must be plainly marked with the name of the Consignee and its destination, or it will not be taken.

27. No person will be allowed to place or pile lumber, wood or other material, within six feet of the track.

28. All goods from whomsoever received, or to whomsoever belonging, are subject to a lien, not only for the freight of the particular goods but also for any general balance, that may be due from the owners.

Railways.

CLASSIFICATION OF MERCHANDISE.

The following goods shall be classified as double first class goods and be charged double first class rates aforesaid :

DOUBLE FIRST CLASS.

Acetic acid, in carboys at owner's risk, baskets, bonnets, band boxes, caps and hats, cigars, clocks, carriages boxed, feathers, furniture (loose), glass (plate) at owner's risk, gunpowder by special agreement, hats and caps, light goods not specified, lace, liquids, in carboys or demi-johns, at owner's risk, musical instruments, looking glasses at owner's risk, mouldings, poultry in coops, pictures and picture frames in cases, plate, plated goods, stove pipes, statuary as per agreement, silks, sponges, sleighs (boxed), wicker work, willow ware.

The following goods shall be classified as one and a half first class goods and be charged one and a half first class rates as aforesaid :

ONE AND A HALF FIRST CLASS.

Agricultural implements, light and bulky, barrels, (new,) corks, cotton batting, furniture (boxes,) fish, (fresh,) furs, lamps, mattresses, perfumery, straw goods closely packed, sashes, window, (glazed,) toys, wadding.

The following articles shall be classified first class goods and be charged first class rates as aforesaid :

FIRST CLASS.

Butter, (fresh,) boilers, large ash, books, bells, blankets, bread, brass vessels, brushes, boots and shoes, bottles, glass, buckets and pails, buffalo robes, bristles, broom corn, burning fluid in casks, at owner's risk, Britannia ware, castor oil in tins, china, carpeting, cider in bottles, corn brooms, cordials, castings, light, copper vessels and tubing, confectionary, cork wood, cotton waste, covers and sieves, cheese loose, at owner's risk, drugs in boxes, drapery, dry goods, eggs in barrels estimated at 200 lbs., furniture, old and common, farmers' waggons in pieces, fruit perishable, glass cut, at owner's risk, game, garden seeds, hair and moss for upholstery, hides, dry, loose, hops, hosiery, india rubber goods, ink in bottles, luggage, trunks, &c., lemons, at owner's risk of weather, marble wrought, at owner's risk of breakage, machinery, light, meat, fresh, muskets, medicine, mechanics' tools, mineral water in bottles, moulds, oysters in kegs or cans, oil in jars or bottles, oil cloth, exceeding 15 feet in width, ars, paper, fine, paper hangings in bales, peltries, poultry dead, at owner's risk, pipes, smoking, palm leaf, pickles or preserves, in bottles or jars, at owner's risk, printing presses, rushes, rattan, rugs, stationery, saws, saddlery, shrubs and plants, shoes and boots, scale and scale beams, not boxed, seives and covers, stoves and stove castings,

Railways.

castings, at owner's risk of breakage, steam boilers, 30 feet and under and not exceeding 5 tons, over 30 feet and 5 tons by special agreement, scythe snaths, sardines, spices, sweet potatoes, trays, tiers, tin ware, trunks, luggage, &c., twine, umbrellas, (boxed,) veneering, waggon frames in pieces, window blinds, wooden ware, wheels for carriages, wines and spirits in bottles, wool, whalebone, whips, waggon fellows and bows, window frames and sashes unglazed, wheelbarrows.

The following goods shall be classified as second class goods, and be charged second class rates as aforesaid ;

SECOND CLASS.

Arrow root, arm and share moulds, axes, apples dry, asphaltum, alabaster, ale and porter in bottles at owner's risk of weather, alum, apples in casks at owner's risk of weather, antimony, crude, alcohol, axles, butter, salt, brimstone, blacking, bass matts, burlaps, barrilla, bags, bath brick, black lead, binders boards, broom and mop handles, candle wick, candles, chicorrey, coffee, cotton raw, in bales compressed, currants, corn starch, capstans, chocolate, cocoa, cocoa nuts, cheese, at owner's risk, in boxes or barrels, chair material turned, cabbages, carrots, chalk, charcoal in bags or barrels, cables, iron, cannon, cannon balls, copperas, canvass, carriage springs, crockery ware, cider in casks, cordage and rigging, card and card board, castor oil in casks, copper, sheets, bolts, rods, ingots, wire and nails, crucibles, dye woods, drugs in casks, dye stuffs, earthenware at owner's risk of breakage, fish, dried, salted or pickled, flax in bales pressed, flax seed, fuller's figs, fenders, fire irons, flat irons, felt, glass, common window, gum, grease, grindstone, light, glue and glue pieces, gun barrels and stocks, gunny bags in bales, groceries not otherwise enumerated, hominy, hogs in carcase at owner's risk, hemp, pressed, hardware in boxes or casks, hoops and horns, hides and skins dry, in bales, hogs hair in bags or casks, high wines, hurdles, honey, iron wire in bundles, ink in casks, jute, junk, lamp black, leather, logwood, lead piping, lard, lasts, liquorice, mahogany board and blank, mangel wurtzel, madder, matts and matting, meats, cured, millboard, mill stones, finished, mop and broom handles, machinery, (heavy,) mustard, mineral water in casks, molasses, nuts, nitrate of soda, oil cloth not exceeding 15 feet in width, oil cake, onions, oakum, oil in casks, oysters and clams in shell at owner's risk, paper, common, printing paper, paper hangings, (boxed), paints, pallisades, perry in casks, plaster of Paris, prepared, porter and ale in bottles at owner's risk of weather, printer's ink, ropes, rags for paper at owner's risk of fire, raisins, rice, rigging and cordage, sago, scales and scale beams, boxed, soda water, sugar, lump and refined, scythes, seeds, grass, clover, flax, &c., saltpetre, shumac size and liquid, spokes, sulphate of copper, safes, iron, scythe stones, shovels and spades, soap, starch, steel, in bars and bundles, saleratus, stucco, syrup, shot, soda, skins and hides in bales, tarpaulins, tow, in bales at owner's risk of fire, tapioca, tamarinds, type, tobacco, turpentine

Railways.

turpentine in casks, vinegar in casks, varnish, in casks, vices, vegetables, garden, warp, cotton, whetstones, wire, wire railing and fencing, wrapping paper, wine and spirits in casks, wax, yarns, linen and cotton, yeast, zinc.

The following goods shall be classified as third class goods and be charged third class rates as aforesaid.

THIRD CLASS.

Ale and porter in casks at owner's risk of breakage, anchors, anvils, ashes, pot and pearl, bones, in casks, bacon in casks and boxes, burr blocks, bran, beans, beef, salt, barley, bark tanner's, bleaching salts, boiler plate, barytis, castings, heavy, corn, cement, Canada plate, clap boards, dairy salt in bags, emery, flour in barrels or bags, fish, salt in casks, gas and water pipes, grindstones, heavy, guano and other packed manures, gypsum, grain of all kinds, headings, hogsheads and casks, hoops, hoop poles, hams in casks, ice at owner's risk, iron, rods, bars, plates and sheets, iron castings, plain and heavy, iron bolts and rivets, linseed meal, laths, lead, red and white, lumber, lead sheet and pig, malt, metal, old, marble rough at owner's risk of breakage, meal, middlings, millstones, rough, mill feed, nails, nail rods, oats, peas, pitch, porter and ale in casks at owner's risk of weather, putty, plaster, pork in barrels, salt, potatoes in bags or barrels, retorts, rosin, railway, pins, wheels, axles and springs, rye, sugar raw, shingles, shooks, staves, spelter in boxes and casks, shorts, spikes, turnips, tallow, tin in boxes, tiles, drain and roof, tea, tobacco in hogsheads unmanufactured, vitches, whiting, wheat, wire, rope, whiskey in casks, water and gas pipes.

The following goods shall be classified as special class goods, and unless in full car loads shall be charged third class rates as aforesaid :

SPECIAL.

Bricks, clay, coal, coke, cement, flags, iron pig and scrap, iron rails, chains, spokes and fish plates, lime, material for road repairs, plaster of Paris for manure, railway ties, sand, slate, stone for building, &c., ship knees, salt.

UNENUMERATED ARTICLES.

Unenumerated articles shall be classified with similar or analogous articles and charged at the same rates respectively.

Provided always that it shall not be incumbent upon the said Company to charge the full rates aforesaid, but they shall be at liberty on special occasions as may present to convey any of the said goods or passengers at less rates as may be agreed upon in the discretion of the Directors or their Executive Committee, by Resolution or By-law in that behalf. All freights shall be payable to the station master or other Officer of the Company entrusted with the delivery thereof, subject to such relutations as may be made from time to time by the Directors, by By-law or Resolution in that behalf.

Railways.

The Directors of the said Company may, from time to time, by By-law or Resolution, alter or modify the classification and rates respectively aforesaid, in such manner as to them may seem advisable for the interests of the Company.

These Ry-laws shall supersede any By-laws heretofore in force as to the subject matter provided for herein or inconsistent therewith.

In testimony whereof, the said Shareholders have caused this By-law adopted, made and enacted as aforesaid, the Second day of February, in the year of Our Lord, one thousand eight hundred and sixty-three, to be signed by the Honorable GEORGE SHERWOOD, President of the said Company and Chairman presiding at said Meeting of Shareholders, and to be sealed with the Corporate Seal of the said Company.

I certify that the above is a true copy of the By-law establishing Tolls passed by the Shareholders, February 2, 1863.

(Signed,)

ROB. HERVEY,
Sect. B. & O. R. W. Co.

Certified that this is the By-law approved by His Excellency the Governor General in Council, 2nd April, 1863.

WM. H. LEE,
C. E. C

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 29th January, 1869.

ON a memorandum dated 28th January, 1869, from the Honorable the Chairman of the Railway Committee of the Privy Council, submitting for Your Excellency's approval the following Minute of that Committee on certain By-Laws of the St. Lawrence and Ottawa Railway Company, viz :

At a Board Meeting of the Honorable the Members of the Railway Committee of the Privy Council held in the Privy Council Chamber on Thursday, the 28th January, 1869.

PRESENT ;

The Hon. Sir John A. Macdonald, K. C. B.

The Hon. S. L. Tilley, C. B.

The Hon. John Rose.

The following By-laws of the St. Lawrence and Ottawa Railway Company, passed at a General Meeting of the said Company held at London, in England, on the 28th day of May, 1868, were submitted for consideration :

Railways.

By-Law No. 1.—To provide Common Seal.

By-Law No. 2.—To establish Rules, By-laws and Order for the good government of the Company, and for other purposes.

By-Law No. 3.—To authorize a Board of Directors to pass By-laws for certain purposes connected with the Railway.

The Report of the Deputy Minister of Justice bearing date the 20th January, 1869, states that there is no legal objection to their approval, and the said by-laws are approved accordingly, and ordered to be entered on the Minutes of the Board.

Further By-Laws Nos. 5, 6 and 7, adopted and passed at a Meeting of the Board of Directors of the said Company held at London, England, on the 28th day of May, 1868, under the Corporate Seal of the Company, were also submitted, with a Report of the Deputy of the Minister of Justice thereon, stating that there was no legal objection to their approval, viz :

By-law No. 5.—Imposing Tolls for the transportation and carriage of Merchandize, &c.

By-law No. 6.—Imposing Tolls for the transportation and carriage of passengers.

By-law No. 7.—Imposing further Tolls for the transportation and carriage of passengers.

The said By-Laws Nos. 5, 6 and 7 are approved accordingly.

It is ordered that this Minute with the By-Laws in question, be referred for the approval of His Excellency in Council.

The whole of the said By-laws are ordered to be engrossed on the Minutes of the said Board.

The Committee advise that the foregoing Minute and the By-Laws therein referred to, be approved by Your Excellency under the 19th clause of "Railway Act, 1868."

Certified,

WM. H. LEE,
Clk. P. Council.

To the Honorable
The Secretary of State, Canada,
&c., &c., &c.

Railways.

CANADA.

By His Excellency the Right Honorable SIR JOHN YOUNG, Baronet, one of Her Majesty's Most Honorable Privy Council, Knight Grand Cross of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and St George, and Governor General of the Dominion of Canada.

Know all men by these presents, that I. the said Right Honorable Sir John Young, Governor General of Canada, by and in pursuance of any authority in me vested in that behalf, and by and with the advice of the Queen's Privy Council for Canada, do hereby sanction and confirm the By-laws of the St. Lawrence and Ottawa Railway hereto annexed and hereinafter set forth, numbered 5, 6 and 7.

Of all which Her Majesty's loving subjects and others whom it may concern, are to take notice and govern themselves accordingly

GIVEN under my hand and seal at arms at Ottawa, this (16th) Sixteenth day of February, in the year of Our Lord, one thousand eight hundred and sixty-nine, in the thirty-second year of Her Majesty's reign.

JOHN YOUNG.

BY-LAW No. 5.

The St. Lawrence and Ottawa Railway Company hereby order and enact :—

The following rates and tolls shall be imposed, taken and received by the Company for the transportation or carriage upon the said Railway of all property, goods, wares, merchandize and commodities of whatsoever description ; and the same, and the transport or carriage of all property, goods, wares, merchandize and commodities as aforesaid, upon the said Railway, shall be subject to the Rules and Regulations in respect to the same herein contained.

GENERAL CLASSIFICATION OF FREIGHT.

FOUR TIMES FIRST CLASS.

Band-boxes
Bird-cages
Baskets
Children's sleighs sledges, cabs or waggons
Hobby horses
Wicker work
Willow ware

THREE TIMES FIRST CLASS.

Furniture loose, at owners' risk
Safes, meat, cheese, &c.

DOUBLE FIRST CLASS.

Acids, less than 25 carboys, at owners' risk
Balting, bonnets
Baths, tin
Barrels, new, and other empty packages
Caps and hats
Cigars
Clocks, boxed, at owners' risk
Carriages, boxed
Cabinet-ware, set up and boxed
Demijohns, covers
Door frames
Dry Goods, in trunks

Railways.

Empty packages
 Furniture, set up and boxed
 Feathers
 Feather beds, pillows or bolsters
 Fishing rods
 Furs
 Fowls, in coops, at owners' risk
 Glass plate, at owners' risk
 Hats and caps.
 Ivory
 Lace
 Light goods, not specified
 Looking glasses, boxed, at owners' risk
 Liquids, in carboys, cans or demijohns, at owners' risk
 Matches, owners' risk
 Merchandise, packed in trunks
 Mouldings
 Machinery, very light and bulky
 Musical instruments, not otherwise enumerated
 Mattresses
 Milk, 8 lbs. to the gallon
 Mineral acids
 Models for statuary, &c.
 Ornaments, plaster Paris, owners's risk
 Paintings, owners's risk
 Peltries, furs
 Piano-fortes, not boxed, owners' risk
 Pictures, owners' risk
 Picture frames, in cases, owners' risk
 Plate, glass, boxed, owners' risk
 Pillows, feather, hair, &c.
 Poultry, in coops, owners' risk
 Poultry, dressed not packed, prepaid
 Sand screens
 Sashes, glazed or not, owners' risk
 Sculpture, owners' risk
 Sewing machines, not boxed
 Shower baths
 Show cases, owners' risk
 Shrubbery, loose, owners' risk, prepaid
 Sieves
 Silks
 Sleighs, boxed, owners risk
 Spinning wheels
 Sponges
 Spring beds
 Spring bed frames
 Statuary, owners' risk
 Stoves, at company's risk,
 Stovepipe
 Straw goods

Stucco work or models, owners' risk
 Tin pipe and troughs
 Toys
 Travelling bags
 Trees, loose, owners' risk, prepaid
 Trunks, empty
 Trunks, merchandise packed in
 Valises
 Vats, empty
 Wadding
 Whips, not boxed
 Window frames
 Zinc guttering

ONE-AND-A-HALF FIRST CLASS.

Agricultural implements, less than car loads
 Boilers, over 25 feet long
 Buffalo robes
 Camphor gum
 Corks
 Essences or extracts
 Excelsior, in bales
 Fancy goods
 Fans, palm leaf
 Fish, fresh, owners' risk. prepaid
 Gamboge
 Gum, camphor
 Lamps, well packed, owners's risk
 Lasts, loose
 Measures
 Moss, in sacks
 Papier maché goods
 Perfumery
 Plated Goods
 Preserves, in glass or stone
 Snuff, in jars or bladders

FIRST CLASS.

Acids, in lots of not less than 25 carboys
 Ale and porter, in glass, owners' risk
 Allspice
 Almonds, in bags
 Apples in bags, boxes or baskets, prepaid
 Arrowroot
 Bacon, loose or in bags
 Bay Rum, in glass or stone
 Beans, green, prepaid
 Beef, fresh, prepaid
 Beer, in glass or stone, owners' risk
 Beeswax
 Bellows

Railways.

Bells	Cordials
Benzlne	Corkwood
Bensole	Cotton, pressed in bales
Berries, dried	Cotton waste, owners' risk of fire
Berries, not dried, owners' risk, prepaid	Crackers, in boxes or barrels
Billiard Tables, boxed, owners' risk	Currants, not dried, owners' risk, prepaid
Bitters, in glass	Dates
Blankets	Deer skins, pressed in bales
Blinds, window	Doors
Boilers, less than 25 feet	Drapery
Bone Black	Drugs, in boxes, &c.
Books, in bundles	Dry goods, in boxes or bales
Bottles, empty	Dry stuffs, not otherwise enumerated
Boots and Shoes	Dye woods, in packages
Brandy in glass, owners's risk	Eggs, in barrels or boxes
Brass, manufactured	Fancy soap, Farina
Bread	Figs, in drums, owners's risk
Bristles	Findings, shoe and leather
Britannia ware	Fire-arms, musket or other small arms
Brooms	Flocks
Broom corn, pressed in bales, owners's risk of fire	Flour, in paper bags
Brushes	Furniture, old, of little value, owners' risk, prepaid
Buckets and pails	Furniture, knocked down, boxed, owners's risk, prepaid
Bulbs and roots, well packed, prepaid	Fruit, perishable, owners' risk, prepaid
Burning fluid, owners' risk, boxed	Gambia
Butter, fresh	Game, owners' risk, prepaid
Cabinetware, knocked down	Garden seeds
Cakes, candies, canes	Gas fixtures, in boxes or barrels
Cardboard	Ginger
Cards	Glassware, owners' risk
Carpet and carpeting	Grapes, owners' risk, prepaid
Carts, knocked down	Grates, fire, owners's risk
Cassia	Grave stones, owners' risk, prepaid
Castile soap	Gum, chewing
Castor oil, in tin	Gum shellac
Castings, iron, light	Gun barrels or stocks
Cheese, loose, at owners' risk	Guttapercha goods
Chewing gum	Hair, in barrels or sacks
Children's sleighs, cabs or waggons, knocked down, well boxed, owners' risk	Hams, loose or in bags
China ware	Hides, dry
Cider, in glass or stone	Hollow ware, owners' risk
Cinnamon	Honey in cans and kegs
Citron	Horse collars
Clams in shells, owners' risk, prepaid	Hops
Clams, in kegs or cans	Horse powers
Clothes pins	Hose, leather, canvas, &c.
Cocoa nuts, in bags	Hosiery
Combs	Household goods, not furniture, well boxed, owners' risk, prepaid
Confectionary	Household goods, owners' risk, prepaid
Copper vessels, pipe and tubing	India rubber goods, not otherwise specified
Cooper's flags	

Railways.

Indigo	Pork, fresh, other than dressed hogs, prepaid, owners's risk
Ink, in glass or stone	Pork, salted or smoked, loose or in sacks
Isinglass	Porter, in glass or stone
Ivory black	Potatoes, sweet
Japanned ware	Poultry, dressed, in boxes or crates, prepaid
Kettles, cauldrons, owners' risk	Presses, printing, cheese, cider, &c., owners' risk
Lasts, in sacks	Preserves, in cans
Leather belting	Prunes
Leather hose	Pumice stone
Lemons	Quinces, owners' risk, prepaid
Logwood, in packages	Quicksilver, in iron flasks
Macaroni	Raisins, in boxes, not strapped
Machinery, boxed	Rattan
Marble wrought, owners' risk, prepaid	Rakes, hand
Matts and matting	Reeds
Meats, fresh, owners' risk, prepaid	Refrigerators
Meats, salted or dried, loose or in bags	Rifles
Mechanics' tools	Rolling pins, wooden ware
Medicines, owners' risk	Roots, other than esculent, not otherwise enumerated, owners' risk, prepaid
Melons, owners's risk, prepaid	Rubber goods
Mills, cider, bark, grain, &c.	Rugs
Mineral water, in glass or stone	Rushes
Mop handles	Saddles
Moss, pressed in bales or boxes	Saddle trees
Musical instruments, boxed, owners' risk	Sago
Muskets	Salts, Epsom
Mutton, fresh, owners' risk, prepaid	Salts, glauber
Naptha, owners' risk	Sand paper
Nutmegs	Sardines
Nuts, in bags	Saws
Oils, in glass or stone, owners' risk	Scale and scale beams, not boxed
Oils, in kegs or cans, owners' risk	School slates, boxed
Oranges, owners' risk	Seythe snathes
Oysters, in shell, owners' risk, prepaid	Sea grass, in packages
Oysters, in kegs or cans	Seeds, not otherwise enumerated
Oils	Sewing machines, boxed
Palm leaf	Sheep pelts, loose
Pamphlets, in bundles	Shellac
Paper, not boxed	Shoes
Paper hangings, in bundles	Shrubbery, in boxes or bundles, at owners' risk, prepaid
Pasteboard	Sizing
Peaches, owners' risk, prepaid	Skins, deer, pressed in bales
Peas, green, owners' risk, prepaid	Skins, sheep and calf, loose
Pears, owners's risk, prepaid	Slates, school, boxed
Pelts, sheep, loose	Snuff, in boxes or barrels
Percussion caps	Soap, Castile
Piano-fortes, boxed	Soap, fancy
Pickles, in glass or stone	Soda water, in glass or stone
Pimento	Spices
Pine apples, owners' risk, prepaid	
Pipes, wooden	
Pipes, smoking	
Plums, owners' risk, prepaid	

Railways.

Stationery	Bags
Steel yards	Baggage, Military
Stove and stove castings, owners' risk of	Bagging
Stove blacking or polish [breakage	Baking Powders
Steam boilers, under 25 feet	Barilla
Tea	Bath brick
Tents and Fixtures	Bay rum, in kegs, barrels or casks, owners'
Tent poles	Bed cords [risk of leakage
Thread	Breadstuff
Tinware	Beets
Tools, mechanic	Belting
Trays	Binders' Boards
Trees, in boxes or bales, owners' risk, prepaid	Blacking
Tripe	Black Lead
Tubing, wooden	Books, in boxes
Tubs	Boxes, waggon or carriage
Twine	Box-wood
Tomb stones, owners' risk, prepaid	Brandy, in kegs, barrels or casks, owners' risk
Umbrellas, boxed	Brimstone [of leakage
Varnishes, in kegs or cans	Burlaps
Veal, fresh, owners' risk, prepaid	Butter, salt
Vegetables, fresh, owners' risk, prepaid	Cabbage
Veneering	Candles
Venison, owners' risk, prepaid	Cannon
Vermicelli	Canvas
Waggons, knocked down	Capstan
Waggon felloes and bows	Carriage Axles
Wash boards	Carriage Springs
Water pipe, wooden	Carrots
Whalebone	Castor Oil, in casks, owners' risk of leakage
Wheels, carriage or waggon	Chair stuff
Wheelbarrows	Chalk
Whips, boxed	Charcoal
Whiskey, in glass or stone, owners' risk	Cheese, in boxes or barrels
Wine, in glass or stone, owners' risk	Chickory
Wire cloth	Chloride of lime
Wooden pipe	Chocolate
Wooden ware	Clothes lines
Wool	Clover seed
Yarn, in bundles or boxes	Coal oil, by special agreement
	Cocoa
	Cocoa nuts, in boxes, barrels or casks
	Codfish, in bundles or bags
	Coffee
	Copper, sheet, bolt, wire, rivets
	Copperas
	Cordage
	Corn starch
	Crockery ware, well packed, owners' risk of
	Crowbars [breakage
	Crucibles
	Currants, dried, in casks or barrels
	Cutlery

SECOND CLASS.

Almonds, in boxes or barrels
Alum
Antimony
Apples, dry
Ash boilers and kettles, large and heavy
Apples, in casks or barrels, owners' risk. pre-
Asphaltum [paid from Nov. to March
Axes
Axle grease
Axles, carriage of waggon

Railways.

Dressed hogs	Lead Pipe
Drugs, in casks	Leather, in bundles, rolls or boxes
Duck	Liquorice
Dye wood, in sticks	Linseed
Earth paints	Logwood, in sticks
Earthenware, owners' risk of breakage	Machinery, heavy
Emery	Mahogany, boards or planks
Fence wire	Manilla Hemp
Fenders and fire irons	Mill boards
Figs, in boxes, barrels or casks	Millstones, finished
Fish, dried	Mineral water, in wood, owners' risk
Flat irons	Mustard
Flax, in bales	Nitrate of soda
Flax seed	Nuts, in barrels or casks
Fruits, dried	Oakum
Fuller's earth	Oars
Glass, common window, owners' risk	Ochre
Glue	Oil in casks, owners' risk of leakage
Grass seed	Oil cloth
Grease, axle	Onions
Groceries, not otherwise enumerated	Paints
Gum copal	Pamphlets, in boxes
Gunny	Paper, boxed
Gunny Bags, in bales	Paper hangings, boxed
Hair, pressed, in bales	Paper, printing
Haimes	Parsnips
Harness	Pelts, sheep, in bales
Hardware, not otherwise enumerated	Pepper
Hemp, owners' risk of fire	Pickles, in kegs or barrels
Hemp Seed	Plaster of Paris
Herrings, in boxes	Printers' ink
Hides, green, loose	Rags, in sacks, owners' risk of
Hinges	Raisins, strapped
Hogs, dressed, owners' risk	Rape seed
Hominy	Rice
Honey, in barrels or casks	Rigging
Hoofs and Horns	Rivets, brass or copper
Hooks	Rope
Horse Shoes, in kegs or boxes	Saddlery hardware
Hubs	Safes, iron
Hurdles	Sago
Ink, Printers'	Saleratus
Ink, writing, in barrels or cases	Saltpetre
Iron Safes	Salt, in small bags or boxes
Iron Fencing	Scales and scale beams, boxed
Iron Wire	Scythes
Junk	Scythe stones
Jute	Scoops
Kettles, Ash, large and heavy, owners' risk	Seeds, grass, &c.
Lamp black	Sheep Pelts, in bales
Lard	Shot
Lasts, in boxes	Shovels
Lead Black	Skeins, waggon

Railways.

Skins, sheep or calf, in bales	Barytes
Spades	Beans, dry
Spirits of Turpentine, in casks, owners' risk	Beef, salt, in boxes or barrels
Springs, carriage or waggon	Beer, in wood, owners' risk of leakage
Starch	Bleaching salts or powder
Steel Springs	Boiler Plate
Steel, in bars or bundles	Bones
Stoveware, well packed	Bone dust
Sugar, lump and refined	Borax
Sulphate of Copper	Bran
Sulphate, in boxes or kegs	Brass, old
Sumac	Bricks
Tacks, in boxes	Burr stones or blocks
Tamarinds	Cables, iron
Tapioca	Cannon balls
Tarpaulings	Canada plate
Timothy seed	Car axles
Tobacco, manufactured, in boxes	Car wheels
Tobacco, in bales	Castings, iron. heavy, owners' risk of breakage
Tow, in bales, owners' risk of fire	Cement
Tubing, brass or copper	Chain
Turned stuff, wooden, not otherwise enumerated	Cider, in wood, owners' risk of leakage
Turpentine, in casks, owners' risk of leakage	Clapboards
Type	Clay
Varnish, in casks, owners' risk of leakage	Coal
Vices	Coal Tar
Waggon Axles	Codfish, in boxes or barrels
Waggon Boxes, iron	Coke
Wax	Copper, in boxes or barrels
Warp	Copper, Ore
Warp Beams	Corn
Whetstones	Corn Meal
White Lead	Felt
Wine, in casks, owners' risk of leakage	Fire Brick
Wire	Fire Clay
Wire railing or fencing	Fish, dry, in bbls or casks
Yarns, pressed in bales	Flour, in bags or bbls.
Yeast	Gas Retorts
Zinc	Gas pipe
	Grains of all kinds
	Gravel
	Grease, other than axle
	Grindstones, heavy, owners' risk of breakage
	Guano
	Gypsum
	Hams, in boxes or barrels
	Handles
	Heading
	Hides, green, in bundles
	High Wines, in casks, at owners' risk of leakage
	Hoops
	Hop poles

THIRD CLASS.

Alcohol, in brls' owners' risk of leakage
 Ale, in wood, owners' risk of leakage
 Alum
 Anchors
 Anvils
 Ash, pot and pearl
 Axles, locomotive and car
 Bacon, in boxes or barrels
 Barley
 Bark, tanners

Railways.

Ice, at owners' risk, prepaid	Potash
Iron, bar, rod	Potatoes
Iron hoop	Putty
Iron, sheet	Railway pins, axles, wheels, and springs
Iron, bolts, nuts, rivets and washers	Rags, pressed in bales
Iron castings, heavy	Rosin
Iron pipes	Retorts, gas
Iron ore	Rye
Iron, old	Salt in sacks or barrels
Iron, pig or scrap	Sand
Land plaster	Sawdust
Laths	Shingles
Lead, bar	Shooks
Lead, pig	Shorts
Lead, red	Slates
Lead, sheet	Soap, common
Lead, white	Soda
Lime	Soda ash
Lime, water	Spelter
Linseed meal	Spikes
Locomotive axles, tire or wheels	Spokes
Lumber	Springs, car volute, or rubber boxed
Madder	Staves
Malt	Stone, wrought, owners' risk
Manure, packed	Stucco
Marble, unwrought	Sugar, raw, in hhds
Meal	Sulphur, in barrels
Meats, salted or dried, in boxes or bbls	Syrup, owners' risk of leakage
Metal, old	Tallow
Middlings	Tar
Mill feed	Telegraph wire
Millstones, unwrought	Tiles, drain
Molasses, owners' risk of leakage	Tile, roofing
Nail rods	Tin-plate
Nails, in kegs or boxes	Tin, in boxes
Oats	Tobacco, in hogheads, unmanufactured
Oatmeal	Tubing, iron
Oil cake	Tubing, gas
Old iron	Turnips
Paper, wrapping, or roofing	Vinegar, in casks
Pearl ash	Water lime, in barrels
Peas, dried or split	Water pipe, iron
Perry, in casks, owners' risk of leakage	Wheat
Pipes, iron	Whiskey, in wood, owners' risk of leakage
Pitch	Whiting
Plaster	Wire, telegraph
Pork, cured, in boxes or barrels	Wire rope
Porter in wood, owners' risk of leakage	

Railways.

FOURTH CLASS.

IN QUANTITIES OF NOT LESS THAN TEN TONS.

Cabbage
Cable
Car wheels
Coal oil, in barrels, owners' risk of leakage
Cement
Flags
Felt, roofing

Hay, by special agreement
Iron rails, chains and fish-plates
Oils, in barrels, owners' risk of leakage
Paper, wrapping or roofing
Rosin, in barrels
Sugar, raw, in hogsheads
Tobacco, unmanufactured, in hogsheads
Vinegar, in barrels, owners' risk of leakage
Water lime
Whiskey, in barrels, owners' risk of leakage

RATES OF FREIGHT IN CENTS PER 100 lbs. FOR FIRST, SECOND,
THIRD AND FOURTH CLASSES.

STATIONS.	PRESCOTT.							
	Class.				Per Car.			
	1st.	2nd.	3rd.	4th.	Flour, per bbl.	Grain, per 60 lbs.	Live Stock.	Lumber.
	cts.	cts.	cts.	cts.	cts.	cts.	\$	\$
Prescott	10	8	6	5	12	3	8	7
Spencerville.....	12	10	8	6	14	4	10	8
Oxford	14	10	8	6	16	4	12	9
Kemptville.....	16	12	10	8	20	5	14	10
Osgoode.....	18	14	11	9	22	6	16	12
Gloucester.....	20	15	12	10	22	6	18	12
Ottawa.....								

Railways.

Rates of Freight in Cents per 100 lbs for First, Second, Third and Fourth Classes.
—Continued.

STATIONS.	SPENCERVILLE.							
	Class.				Per Car.			
	1st.	2nd.	3rd.	4th.	Flour, per bbl.	Grain, per 60 lbs.	Live Stock.	Lumber.
	cts.	cts.	cts.	cts.	cts.	cts.	\$	\$
Prescott	10	8	6	5	12	3	8	7
Spencerville	8	6	5	4	10	3	8	6
Oxford	10	8	7	6	14	4	10	7
Kemptville	14	10	8	7	18	5	12	9
Osgoode	16	12	10	8	20	5	14	10
Gloucester	18	14	12	10	20	5	16	12
Ottawa								

Rates of Freight in Cents per 100 lbs. for First, Second, Third and Fourth Classes.
—Continued.

STATIONS.	OXFORD.							
	Class.				Per Car.			
	1st.	2nd.	3rd.	4th.	Flour, per bbl.	Grain, per 60 lbs.	Live Stock.	Lumber.
	cts.	cts.	cts.	cts.	cts.	cts.	\$	\$
Prescott	12	10	8	6	14	4	10	8
Spencerville	8	6	5	4	10	3	8	6
Oxford	8	6	5	4	10	3	8	6
Kemptville	12	10	8	6	16	4	10	8
Osgoode	16	12	10	8	17	4	12	9
Gloucester	18	14	12	10	18	5	14	11
Ottawa								

Railways.

Rates of Freight in Cents per 100 lbs. for First, Second, Third and Fourth Classes.
—Continued.

STATIONS.	KEMPTVILLE.							
	Class.				Per Car.			
	1st.	2nd.	3rd.	4th.	Flour, per bbl.	Grain, per 60 lbs.	Live Stock.	Lumber.
	cts.	cts.	cts.	cts.	cts.	cts.	\$	\$
Prescott	14	10	8	6	16	4	12	9
Spencerville.....	10	8	7	6	14	4	10	7
Oxford	8	6	5	4	10	3	8	6
Kemptville.....								
Osgoode.....	10	7	6	5	12	3	10	7
Gloucester.....	12	10	8	6	14	4	12	8
Ottawa.....	16	12	10	8	16	4	14	11

Rates of Freight in Cents per 100 lbs. for First, Second, Third and Fourth Classes.
—Continued.

STATIONS.	OSGOODE.							
	Class.				Per Car.			
	1st.	2nd.	3rd.	4th.	Flour, per bbl.	Grain, per 60 lbs.	Live Stock.	Lumber.
	cts.	cts.	cts.	cts.	cts.	cts.	\$	\$
Prescott.....	16	12	10	8	20	5	14	10
Spencerville.....	14	10	8	7	18	5	12	9
Oxford	12	10	8	6	16	4	10	8
Kemptville	10	7	6	5	12	3	10	7
Osgoode.....								
Gloucester	10	8	7	6	14	4	10	7
Ottawa.....	14	10	8	7	15	4	12	9

Railways.

Rates of Freight in Cents per 100 lbs. for First, Second, Third and Fourth Classes.
—Continued.

STATIONS.	GLOUCESTER.							
	Class.				Per Car.			
	1st.	2nd.	3rd.	4th.	Flour, per bbl.	Grain, per 60 lbs.	Live Stock.	Lumber.
	cts.	cts.	cts.	cts.	cts.	cts.	\$	\$
Prescott	18	14	11	9	22	6	16	12
Spencerville.....	16	12	10	8	20	5	14	10
Oxford	16	12	10	8	17	4	12	9
Kemptville.....	12	10	8	6	14	4	12	8
Osgoode.....	10	8	7	6	14	4	10	7
Gloucester								
Ottawa.....	10	8	7	6	12	3	10	8

Rates of Freight in Cents per 100 lbs. for First, Second, Third and Fourth Classes.
—Continued.

STATIONS.	OTTAWA.							
	Class.				Per Car.			
	1st.	2nd.	3rd.	4th.	Flour, per bbl.	Grain, per 60 lbs.	Live Stock.	Lumber.
	cts.	cts.	cts.	cts.	cts.	cts.	\$	\$
Prescott	20	15	12	10	22	6	18	12
Spencerville.....	18	14	12	10	20	5	16	12
Oxford	18	14	12	10	18	5	14	11
Kemptville	16	12	10	8	16	4	14	11
Osgoode.....	14	10	8	7	15	4	12	9
Gloucester	10	8	7	6	12	3	10	8
Ottawa								

Railways.

LIVE STOCK.

Must be fed by the owner or at his expense while in transit, and will be carried under special contract only, upon the following conditions, viz :

1. The owner of animals undertakes all risks of loss, injury, damage, and other contingencies in loading, unloading, conveyance and otherwise, whether occurring from negligence, default or misconduct, criminal or otherwise, on the part of officers or servants on the line, or other persons.

2. The Company will, under no circumstances, be held responsible for loss of market or other claims arising from delay or detention of any train, at any of the stations or on the course of the journey; neither will they UNDERTAKE TO FORWARD Animals by any particular Train, or at any specified hour, NEITHER WILL THEY BE RESPONSIBLE for the delivery of Animals within any certain time or for any particular market.

3. Where they allow FREE PASSES to persons in charge of Animals, it is only on the express condition that they ARE NOT RESPONSIBLE for any negligence, default or misconduct, criminal or otherwise, on the part of officers or servants on the Line, or of any other person or persons whatsoever, causing or tending to cause the death, injury, or detention of persons with such Free Passes, whether such Free Passes are used in travelling by any Passenger Train or by any other Train whatever.

Rates for full Car Loads of Live Stock, will be found in the above table.

Less quantities than a Car Load will be taken at the following estimated weights at Second Class Rates :

Horse, Mule, or Horned Animal.....	2,000 lbs.
2 Horses or Horned Animals, &c.....	3,500 "
3 " " "	4,000 "
Each additional Animal in the same lot belonging to same owner.....	1,000 "
Stallions, Race Horses, and Bulls, each.....	4,000 "

Hogs, Calves, Sheep, and Lambs, at actual weight, no animal to be rated at less than 150 lbs., and no less charge for each animal than 50 cents.

Freight charges on Live Stock are payable before delivery.

Over 40 Hogs or Sheep to be charged as a Car Load.

VEHICLES, AND AGRICULTURAL IMPLEMENTS.

A Stage Coach, Omnibus, Large Sleigh or Waggon, will be estimated to weigh.....	4,000 lbs.
A Two Horse Carriage, Hack, Waggon, or Sleigh.....	3,000 "

Railways.

A One Horse Buggy, Chaise, Cab, Gig, Waggon, or Sleigh.....	2,000 lbs.
A One Horse Cariole or two wheeled Cart.....	1,000 "
Steam Fire Engines.....	4,000 "
Hand Fire Engines, with or without Hose Cart.....	4,000 "
Hose Carts or Reels.....	1,000 "
Two Horse Power Threshing Machines.....	5,000 "
One " " " " ".....	4,000 "
Separator.....	3,000 "

Only conveyed at the risk of the owner, as to chafing, fire or weather, &c., and charged at first class rates.

LUMBER.

The rates for full Car Loads of Lumber will be found in the above table, and the load will be limited to the following quantities per Car :

Hardwood Boards.....	5000 feet B. M. dry.
" "	4000 " green.
Softwood Boards, Deals, &c.....	7000 " dry.
" "	5500 " green.

Pine, Whitewood, Basswood, Hemlock, and Spruce, will be reckoned as *soft*, and all other kinds as *hard*.

LONG AND SQUARE TIMBER.

When occupying more than one Car, will be charged for the full capacity of the number of the Cars occupied. 350 cubic feet to be considered a Car Load, equal to 10 tons in weight.

Freight charges to be paid before delivery.

LATHS, SHINGLES, STAVES AND TAN BARK.

When shipped in full Car Loads, will be conveyed only at the convenience of the Company, and at the RISK OF THE OWNERS AT LUMBER RATES, which are in all cases exclusive of loading, or unloading ; the Company, however, reserve to themselves the right to perform this service at the Owners' Expense.

Owners overloading will be charged DOUBLE RATES in every instance.

CORDWOOD.

Will be carried in full Car Loads at Lumber Rates. Six Cords of Green, or Seven Cords of Dry Wood, and not more, to be a Car Load. Loading and unloading to be done by the owner, shipper, or consignee of the Wood.

RETURNED EMPTIES.

Empty packages, which have passed over the line full, will be carried back at same rate as when forwarded full, but must in all cases be prepaid.

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DEMURRAGE.

All Cars detained longer than 24 hours will be subject to the following charges, for demurrage :

First day of 24 hours.....	\$2 00 per Car per day.
Second ".....	3 00 " "
Each day afterwards.....	4 00 " "

Hay in full Car Loads will be charged at the same rate as Live Stock.

Perishable articles, Fish, Fruit &c., liable to damage by frost or otherwise, must be prepaid, and carried at owners' risk.

No less charge will be made for any package, or consignment, than *twenty-five cents*.

RATES OF STORAGE.

	First forty-eight hours after arrival of Freight.	Each subsequent week or part thereof.
First Class.....	Free.....	4 cts. per 100 lbs.
Second Class.....	Free.....	3 cts. per 100 lbs.
Third Class.....	Free.....	2 cts. per 100 lbs.
Pig Iron, Coal, Bricks, Stone, &c.....	Free.....	20 cts. per Ton.
Flour, Salt, Cement, Plaster, &c.....	Free.....	3 cts. per bag or brl.
Grain, in Bags.....	Free.....	2 cts. per bag.
Vehicles.....	Free.....	50 cts. each.
Thrashing and Reaping Machines, and bulky articles of this description.....	Free.....	25 cts. to 50 cts. according to size.

All Freight, &c., will remain entirely at owner's risk after arrival at the Company's Station to which it is consigned.

GENERAL NOTICES AND CONDITIONS OF CARRIAGE.

The St. Lawrence and Ottawa Railway Company hereby give public notice that the conditions on which they will receive and carry merchandise, are as follow :

1. They will not be responsible for any article or articles conveyed upon their Railway, unless the same be signed for as received by a duly authorized Agent, and a declaration or shipping note, upon the regular printed form, as provided, has been presented to the Agent, setting forth the description of Goods, and the parties to whom they are to be delivered.

Railways.

2. None of their agents are authorized to take charge of Bank Notes, Money, Deeds, Securities, or other valuable papers ;—and they will not be responsible for the loss of or damage done to Money, in Cash, or Bills, or Promissory Notes, or Securities, or Jewellery, Trinkets, Rings, Precious Stones ; Gold or Silver, manufactured or unmanufactured ; Gold and Silver Plate, or Plated Articles ; Clocks, Watches, Time-pieces, Marble ; Lace, Furs, Silks, in a manufactured or unmanufactured state, and whether wrought up or not wrought up with other Materials ; Writings, Title-deeds, Prints, Paintings, Maps, Engravings, Pictures, Stamps, or other valuables ; nor for any damage done to China, Glass, Wearing Apparel, Musical Instruments, Furnitures, Toys, Castings, Cast-Iron Work, Stoves, Stove Furniture, or any other such hazardous or brittle Articles, in packages or otherwise, which shall have been delivered, either to be carried for hire or to accompany the person of any passenger on their Railway. Nor for loss or damage occasioned by delays from storms, weather, fire, heat, frost, accidents, civil commotions, or other unavoidable causes, nor for decay of perishable articles from any cause whatever,—Fresh Fish, Fruit, Meat, Dressed Hogs, Poultry, and other perishable articles, will be carried only at the owners' risk.

3. They will not carry any Boiler, Cylinder, piece of Machinery, Casting, Stone or other article of unusual bulk or weight except under special contract or agreement. Aqua Fortis, Vitriol, Friction Matches, or other dangerous materials will not be carried except under special contract or agreement, and they will in no case be held liable for the loss of such articles.—The senders of any dangerous articles will be held accountable for any damage arising therefrom or thereto, unless the contents of each package are described upon the direction thereof clearly and distinctly, in order that due care may be observed in handling and loading the same.

4. THEY WILL NOT CARRY GUNPOWDER ON ANY TERMS WHATSOEVER.

5. They will not be responsible for loss or damage of any packages insufficiently or improperly packed, marked, directed or described, containing a variety of articles, liable by breaking to damage each other or other articles ; nor from leakages arising from bad casks or bad cooperage, or springing or bungs, or from fermentation. Oil and Molasses will, under no circumstances, be carried, save at the risk of the owners or parties by whom they are consigned.

6. They will not be responsible for loss or damage done to goods put into returned wrappers or boxes, or packages described as empties ; nor for any goods left until called for, or to order, warehoused for the convenience of the parties to whom they belong, or by or to whom they are consigned ; and the delivery of goods will be considered complete, and all responsibility will terminate, when

Goods

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Goods are placed in the Shed at the Station to which they are consigned. The Warehousing of them will then be at the owner's risk and expense—(except as to Lumber, Coals, Bricks and Goods of like bulk and description the delivery of which shall be complete, and all responsibility terminate upon their being detached from the Train whereby they have been drawn)—and it shall be lawful to send any Goods for which Store or Warehouse room cannot be conveniently supplied at the Stations, to the Warehouse of any Wharfinger or Warehouseman that may be available—at the risk and expense of the owners of the property so stored—and the charges for Warehousing and conveyance shall form an additional lien upon such Goods.

7. They will not be responsible for any deficiency in weight or measure of grain- etc., in bags or in bulk ; nor for loss or deficiency in weight, number, or measure of lumber, carried by the car-load.

8. All goods from whomsoever received or to whomsoever belonging, shall be subject to a general lien, not only for the carriage of those particular goods but also for any general balance that may be due by the owners of such goods ; and if, in six weeks after notice shall have been given that such goods are detained for any such claim, the money due be not paid, the goods will be sold by auction or by private sale, to defray such claims and all expenses incurred thereon. But, Fish, Fruit, Meat, Dressed Hogs, Poultry, and all other perishable articles upon which charges may be due to the Company, will be disposed of immediately after giving the above notice, and without awaiting the expiration of the above period of six weeks.

9. In case of neglect or refusal to pay the toll or freight due to the Company on any goods, they have the power to detain the same until payment of such freight be made, and in the meantime such goods are at the risk of the owner ; and if such goods be of a perishable nature, the Company have the right to sell the same forthwith, on the certificate of two competent persons establishing the fact of their being so perishable ; and if such goods are not of a perishable nature and remain unclaimed for six months, the Company may, after giving one month's notice in two Newspapers nearest the place where the goods may be, dispose of the same by Public Auction, and the proceeds of the sale, after paying the said freight, storage and cost of advertisement and sale, shall be handed over to the owner if he shall claim the same.

10. All goods addressed to consignees resident beyond the places at which there are Stations on this Railway, and respecting which no directions to the contrary shall have been received previous to arrival at the Stations, will be forwarded to their destination by public carrier or otherwise, as opportunity may offer, without claim for any delay that may occur for want of opportunity to forward them ; or such goods will be suffered to remain for a reasonable time at the Station, or be placed

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placed in shed or warehouse (if there be convenience for receiving the same), pending communication with the consignees, at the risk of the owners. But the delivery of the goods will be considered complete, and all responsibility will be considered to have ceased, when notice shall have been sent to some public Carrier that such goods are at the Station awaiting further conveyance. *And the Company will not be responsible for any loss, damage or detention that may happen to goods so sent by them, if such loss, damage or detention occur after the said notice, or beyond the limits of their Railway.*

11. Storage at the rates set forth in the table above will be charged on all freight remaining in the depots over 48 hours after its arrival.

12. Demurrage at the rates stated in the above Table will be charged on all Cars not unloaded within 24 hours after arrival.

13. The Company will not, under any circumstances, be liable for loss of market, or other claims arising from delay or detention of any train, whether in starting, or at any of the Stations, or in the course of the journey;—and they do not undertake to send goods by any particular train, if there be an insufficient number of Cars at the Station, or if Cars cannot be conveniently used for the purpose; or if, from any cause, Cars loaded at a Station are unable to be sent on by the trains passing or starting from such Station.

14. No less charge than twenty-five cents will be made for any single package or consignment; and the charges on all Freight, &c., must be paid before the goods will be delivered; the Company will not hold themselves accountable for the correctness of any moneys charged as “Back Charges” on Freight, &c., by other roads, companies or individuals.

Adopted and passed at a Meeting of the Board of Directors of the St. Lawrence and Ottawa Railway Company, held at London, England, this Twenty-eighth day of May, A. D., 1868.

WM. QUILTER,
President.

[SEAL.]

BY-LAW No. 7.

The St. Lawrence and Ottawa Railway Company, hereby order and enact:—

The rate of toll of ten cents may be taken and received by the Company, for the transportation or carriage upon the said Railway of each passenger and person from Prescott Junction to Prescott Wharf, and from Prescott Wharf to Prescott Junction; and the same and the transport or carriage of all passengers and persons as aforesaid upon the said Railway shall be subject to the rules and regulations in respect to the same contained in the By-Laws of the said Company.

Railways.

Adopted and passed at a Meeting of the Board of Directors of the St. Lawrence and Ottawa Railway Company held in London, England, this fifth day of November, A. D. 1868.

WM. QUILTER,
President.

[SEAL.]

ST. LAWRENCE AND OTTAWA RAILWAY.—TARIFF OF TOLLS ALTERED.

GOVERNMENT HOUSE, OTTAWA,

13th day of February, 1873.

PRESENT :

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

ON the recommendation of the Honorable the Minister of Public Works and in pursuance of the provisions of the 9th sub-section of section 12 of the "Railway Act 1868," His Excellency has been pleased to approve of the By-Law passed by the St. Lawrence and Ottawa Railway Company on the 10th day of January 1873, and hereunto appended, establishing rates and tolls for passengers on the said Railway and the same is accordingly hereby approved and sanctioned.

W. A. HIMSWORTH,
Clerk, Privy Council.

By-Law No. 16.

The St. Lawrence and Ottawa Railway Company hereby order and enact : —

1st. Rates and Tolls not exceeding those in schedule A mentionned shall be imposed, taken and received by the Company for the transportation or carriage upon the said Railway of all passengers and persons ; and the same, and the transport or carriage of all passengers and persons as aforesaid, upon the said Railway shall be subject to the By-Laws, Rules and Regulations of the Company in respect thereto.

Railways.

SCHEDULE A.

Rates and Tolls for Passengers.

Stations.	Prescott.		Spencerville.	Oxford.	Kemptville		Osgoode.	Manotick.	Gloucester.	Chaudière Junction.	Ottawa.	
To or from.	1st Class.	2nd Class.	1st Class.	1st Class.	1st Class.	2nd Class.	1st Class.	1st Class.	1st Class.	1st Class.	1st Class.	2nd Class.
Prescott.....	.....	.....	0 55	0 85	1 10	0 80	1 35	1 60	1 75	2 10	2 20	1 60
Spencerville	0 55	0 00	.....	0 50	0 70	0 00	1 00	1 20	1 45	1 70	1 80	0 00
Oxford	0 85	0 00	0 50	.....	0 45	0 00	0 80	1 00	1 25	1 45	1 55	0 00
Kemptville..	1 10	0 80	0 70	0 45	.....	.....	0 60	0 80	1 10	1 20	1 30	1 10
Osgoode	1 35	0 00	1 00	0 80	0 60	.....	.....	0 55	0 80	1 00	1 10	0 00
Manotick ..	1 60	0 00	1 20	1 00	0 80	0 00	0 55	.....	0 45	0 55	0 90	.....
Gloucester..	1 75	0 00	1 45	1 25	1 10	0 00	0 80	0 45	.....	0 30	0 60	.....
Chaudière Junction..	2 10	0 00	1 70	1 45	1 20	0 00	1 00	0 55	0 30	.....	0 40	.....
Ottawa	2 20	1 60	1 80	1 55	1 30	1 10	1 10	0 90	0 60	0 40	.. .....	.....

2nd. A deduction of ten cents from the above rates of fare, may be allowed to passengers purchasing their tickets for transport or carriage over the St. Lawrence and Ottawa Railway, at the Ticket Offices in the Railway Stations.

3rd. All By-Laws inconsistent herewith are hereby repealed.

Dated at London, England, this 10th day of January, A. D., 1873.

WM. QUILT, President.

THOMAS A. WELTON, Secretary.

Railways.

INTERCOLONIAL RAILWAY.

GOVERNMENT HOUSE, OTTAWA.

Tuesday, 18th day of April, 1871.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Honorable the Minister of Public Works, and under the authority of the 58th section of the Act 31 Vic., Cap. 12, intituled : " An Act respecting the Public Works of Canada," His Excellency has been pleased to Order and it is hereby Ordered that on, from and after the tenth day of May, the Tariff hereunto annexed, with the Rules and Regulations therein contained, for the conveyance of Freight over the " Intercolonial Railway " and European and North American Railway, be and the same is hereby adopted and established ; and that the Tariff, Rules and Regulations heretofore in force for the conveyance of Freight over the said line be and the same is hereby rescinded.

WM. H. LEE,
Clerk, Privy Council,

CONDITIONS AND RULES OF CARRIAGE.

1. This Railway will not be accountable for any articles unless the same be signed for as *received* by a duly authorized Agent.

2. Nor will it be responsible for the loss of, or damage done to Money, in Cash, Bills, Promissory Notes, or securities for Money, or Jewelry, Trinkets, Rings, Precious Stones, Gold or Silver, manufactured or unmanufactured, Gold and Silver Plate or Plated Articles ; Clocks, Watches, Time-pieces, Marble, Lace, Furs, Silks in manufactured or unmanufactured state, and whether wrought up or not wrought up with other materials ; Writings, Title Deeds, Prints, Maps, Paintings, Engravings, Pictures, Stamps, or other valuables : nor for damage done to China Glass, Eggs, Wearing Apparel, Musical Instruments, Furniture, Toys, Castings, Grindstones, Tombstones, Slates, or any other such hazardous or brittle articles, in packages or otherwise.

3. Nor will it be responsible for delays from storms or accidents, or damages from the weather, fire, heat, frost, or delay of perishable articles, or from civil commotion nor will it, under any circumstances, be liable for loss of market or other claim arising from delay or detention of any train whether in starting or at any of the Stations, or in the course of the journey. The Railway does not undertake to send goods by any particular train, if there be an insufficient number of Cars at the Station, or the Cars cannot be conveniently used for that purpose, notwithstanding the goods may have been taken to the Station before the hour appointed by the Railway.

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4. Nor will it be responsible for the loss or damage of any packages insufficiently or improperly marked, packed, directed or described, or containing a variety of articles, liable by breaking to damage each other or other articles ; nor for leakage arising from bad casks, or bad cooperage, or from fermentation or any other causes beyond the control of the Railway.

5. Nor will it be responsible for the loss or damage of any goods put into returned wrappers or boxes, or packages drescribed as "Empties : " nor for any goods directed " to be left until called for," or " to order," warehoused for the convenience of the parties to whom they belong, or by or to whom they are consigned : nor will it, under any circumstances, be accountable for the loss or damage of goods that are not taken away immediately after advice of their arrival has been sent or posted.

6. Goods conveyed at a Special or Milleage rate, must be loaded and unloaded by the owner or his agents, and the Railway will not be responsible for any risk of stowage, loss, or damage, *however caused* : nor for any discrepancy in the delivery as to either quantity, number, or weight, nor for the condition of articles so carried, nor for detention or delay in the conveyance or delivery of them, however caused.

7. No Agent or other Employé of this Railway is authorized to take charge of Bank Notes, Money, or valuable Papers.

8. Senders of dangerous articles will be held accounntable for any damage arising therefrom, or thereto, unless the contents are so described upon the direction. that due care may be observed in loading ; and in no case will the Railway be liable for the loss of any such articles ; and the Railway will not undertake the transport of Aquafortis, Acetic Acid, Vitriol, Friction Matches, or Gunpowder, except at the convenience of the Railway, and by special arrangement.

9. All articles directed to be left at any Way Station, or platform, where no buildings have been established, or where there is no Resident Agent, must be *prepaid*, and will be at the risk of the owner, whenever they are landed at such Station or Platform ; and all articles brought there for conveyance will also be at the owners' risk until taken into the Cars.

10. Fresh Fish, Fruit, Meat, Poultry, Oysters, and other perishable articles, are conveyed only at the owner's risk, and the freight must be prepaid.

11. When Goods are intended, after being carried by this Railway, to be forwarded by some other conveyance to their final destination, the responsibility of this Railway will cease as soon as the Goods are delivered to such other conveyance ; and it is to be distinctly understood that such goods are received by the Railway only on these conditions.

Railways.

12. Storage will be charged on all Goods remaining in the Stations over 48 hours after their arrival at the rate of twenty-five cents per barrel bulk, per month, and when stored, no deduction will be made from this rate for Goods remaining in store for a less time than one month.

13. Demurrage at the rate of Two Dollars per Car, per day, will be charged on all Cars not unloaded within Thirty-six hours after arrival, exclusive of Sundays, provided the same are loaded with Goods liable to be unloaded by the owner or consignee ; the Railway reserving the right to discharge the same at the expense of the owner or consignee, at any time after the expiration of such 36 hours.

14. No claim whatever for loss or damage will be allowed, unless notice in writing is given to the Station Agent before the Goods are removed.

15. No charge less than Twenty Cents will be made for any single package or consignment.

16. No Goods will be delivered until all charges against them are paid, and the Railway will not be accountable for the correctness of any "back charges" on Goods, &c., by other Roads, Companies, Conveyances, or Individuals.

17. Vehicles are carried only at the owner's risk of damage from fire, weather, and all other contingencies—and must be prepaid.

18. Machines or Articles very long or bulky, which require one or more Cars to be taken especially to convey them, will be charged at full Car rates.

19. Barley, Bones in bulk, Chalk in bulk, Corn, Clay, Coals, Coke, Hay and Straw, Oats, Oysters, Potatoes, Rye, Salt, Wheat, Dry Fish in bulk, Bricks, Grindstone, Mill and Burrstones, Manures, Limestone, Ores, Slate, Sand, Gravel and Stones, Chains and Chain Cables, Pig and Scrap Iron, Lumber of all kinds, Tan Bark, Gypsum, and Plaster in bulk, Ice, Rails and Railway Chairs, Ships, Kness, (Iron), and all articles of a similar character, must be loaded and unloaded by the owner thereof, or at his expense ; and double rates will be charged if the Cars are overloaded.

20. The Railway will have a *lien* on all Goods transported over the same, for the freight and charges thereon, as well as for any balance which may be previously due for freight, &c., by the owner or consignee ; and the said Goods will be liable to be sold by Public Auction for the payment of the charges thereon, and other balances which may be due. If the owner or owners, or his or their agent shall not, within five days after the arrival of the Goods at the place of destination, pay the freight and any other charges due thereon, and take possession of and remove such articles from the Railway premises ; the Superintendent, may sell or cause the same to be sold at Public Auction, after giving ten days public notice of such sale ; and having deducted all charges due, with the expenses of the sale, and all other incidental expenses, he shall pay the surplus, if any, to the owner, on application.

Railways.

21. Top Wharfage at the customary rates will be charged on all Goods landed on the Railway Wharves, except in cases where the Goods are to be forwarded by this Railway and are not delayed at the instance of the owner, consignor or consignee.

22. The following rates of Wharfage are to be charged vessels using the Railway Wharves, except in cases where the vessel is lying to unload, on to the Cars, Goods to be carried by the Railway, or for the purpose of unloading ballast or coal for the use of the Railway, or where the vessel may be receiving goods or lumber directly from the Cars. Vessels in all cases to lay where directed by the Agent or Wharfinger for the time being :—For every decked Vessel or Woodboat of the burthen of 40 tons or under, 30 cts. per day ; above 40 tons and under 50 tons, 35 cts. ; above 50 and under 60, 40 cts. ; above 60 and under 70, 45 cts. ; above 70 and under 80, 50 cts. ; above 80 and under 90, 55 cts. ; above 90 and under 100, 60 cts. ; above 100 and under 120, 70 cts. ; above 120 and under 150, 80 cts. ; above 150 and under 180, 90 cts. ; above 180 and under 200, \$1.00 ; above 200 and under 220, \$1.10 ; above 220 and under 240, \$1.20 ; above 240 and under 260, \$1.30 ; above 260 and under 280, \$1.40 ; above 280 and under 300, \$1.50 ; above 300 and under 320, \$1.60 ; above 320 and under 340, \$1.70 ; above 340 and under 360, \$1.80 ; above 360 and under 380, \$1.90 ; above 380 and under 400, \$2.00 ; above 400 and under 450, \$2.25 ; above 450 and under 500, \$2.50 ; and 25 cts. for each additional 50 tons.

23. A portion of the area of a car may be freighted exclusively for the benefit of any party at the rates per square foot fixed for the carriage of Third Class articles per hundred pounds.

24. *Full Car Loads* of 18,000 lbs. each of any or all description of goods, except gun powder and other hazardous articles to *one address* may be rated *fourth Class*.

25 *All Live Stock* conveyed over this Railway are to be loaded and discharged by the owner or his agent, and to be under his sole care, and in all respects at his risk then and during transit ; also fed at his expense. Halters are to be provided by him when necessary, or when in less quantities than car loads. One Drover free (second class) when accompanying his stock, for the purpose of taking care of it, and paying the full price of a car load. *Freight of all Live Stock to be prepaid.* Cars cannot be hired to load Cattle, or Goods of any kind, with the privilege of "*loading up*" from different Stations ; and in no case can Drivers be permitted to go *free*, except when they may have at least *one full car load* from *one Station*, and then to pass only from that Station.

26. Dogs will only be conveyed at the risk of the owner, who will be required to provide collar and chain for the animal, and *prepay* the freight.

Railways.

27. Full car loads of either Bricks, Cement, Coals, Chains, Chain Cables, and Anchors, Grindstones, Hay, Iron Knees, Pig, Scrap, and Bar Iron, Lime, Limestone, Manure, Mill and Burr Stones, Molasses, Oil, Ores, Outfits for, and products of the Fisheries, Plaster, Rigging (fitted), Salt, Sand, Sawdust, Slate, Straw, Sugar, to one address, may be transported at the rate of twenty cents per car per mile—no less charge than Four Dollars being made; and full car loads of either Beef, salted in barrels, Stoves from the foundry direct, Eggs, in barrels, Flour and Meal, in barrels, Flaxseed, in barrels, Pork, in barrels, Household Removals—Furniture of all kinds, Woodenware, Earthenware, Crockeryware, Drain Tiles, Earthen and Water Pipes, direct from the factory, to one address, may be transported at the rate of Twenty-five Cents per car per mile—no less charge than Six Dollars being made. Goods thus carried, must be laden and unladen by the Owner or his Agent, and will be at his risk then and during transit, and the entire load must consist solely of one of the articles mentioned.

28. Special arrangements may be made under certain extraordinary circumstances.

29. Hay and Straw will only be conveyed in Box Freight Cars.

30. The loading of Lumber will be limited to the quantities per car, hereinafter stated. Pine, Hemlock, and Spruce will be reckoned as *soft*, and all other kinds as *hard*. Owners overloading will be charged double rates in every instance. The quantities mentioned as being the load for one car, will not be considered as applicable to lumber, which, by reason of its length, requires for its conveyance two or more cars. Scantling, sawn or hewn, and ship or deck Plank, or other long Lumber, must not be piled higher than the tariff quantity of the same description of goods would reach, if upon one car. Owners to produce survey bill when required by the Station Master, or other duly authorized agent; and in case of dispute as to the quantities, the Lumber may be re-surveyed at the expense of the party proved to be in error.

31. Lumber will be taken to mean Timber, Deals, Boards, Plank, Shipstuff, Cordwood, Tanbark, Fence or Hoop Poles, Box Shooks, Clapboards, Staves, Logs, Laths, Shingles, Railway Sleepers, Spars, and all other similar products of the forests. It must in all cases be properly and safely laden upon the cars, and must not project over the ends of the cars, nor must cross grained wood be used for stakes. In the event of the owner neglecting or refusing to obey the directions of the Station Master, or other person authorized by the Superintendent in relation thereto, the road will be reduced, if necessary, to bring it within the quantity prescribed for a car load, and afterwards so secured as to make it entirely safe for transportation. The expense of doing this being charged against the goods.

32. When Lumber is put upon one car, care must be taken to have a stake placed

Railways.

placed near the centre of the length in addition to the others, so as to prevent its being dependent on only two stakes; and when the load is of Logs or small round Timber, or such other description of Lumber as tends to settle, and thus produce increased strain upon the stakes, chains or ropes must be used about one third of the height from the top of the load, to bind it, and where entire safety cannot be otherwise secured, skids to separate the tiers must also be used.

33. Long Lumber extending over two or more cars must be bound by chains or large ropes. It must not be "bound" by the stakes, but loaded on "bunks," that it may "play" or "swivel" freely.

34. Lumber will be carried only at the convenience of the Railway, and at the risk of the owner.

35. Cars laden with Lumber will not be allowed to stand over to give owners or consignees choice of positions at the receiving Stations when other berths are unoccupied.

36. In loading Cordwood, sticks must be placed at the edges of the car for the outer ends of the wood to rest upon, that it may tend, when piled, towards the centre. The stakes used must be green Spruce or straight hardwood of sufficient thickness.

37. Stations being often obstructed by deposits of Lumber of various kinds, and the ordinary business of the station being thereby incommoded; in such cases the obstructions will be removed, and the cost of such removal, in addition to yardage, at the rate of One Dollar per car load per day, will form a charge against the Lumber. Notice will be given to the owner or consignee, that its removal is required before a certain time, and the charges will commence immediately on the expiration of such time. When the charges have accumulated so as to amount to half the value of the Lumber, it will be sold at Public Auction, after giving ten days public notice of such sale.

38. Lumber and other Goods will be received only at Sidings; unless by previous arrangement it is shewn to the satisfaction of the Superintendent, that sufficient for a full train load of ten cars will be so placed that it can readily be laden with the assistance of an engine. A charge of \$2.50 per hour will be made in addition when the engine is detained more than three hours, to the rate per car.

39. To avoid errors in Way Billing loaded cars at Outsidings, Owners should fasten a ticket upon the side of the car, stating to whom the load belongs, and to whom and where it is to be consigned.

40. When Goods are required to be loaded by the Owner or his Agent, or at his expense, all fittings (such as Stakes, Bunks, Skids, Chains, Ropes, &c., for Lumber and Sideboards, for Coals, Sand, Bricks, Clay, Stone, Manganese, Grain, or

Railways.

or articles of a similar character), must be provided by him, or will be charged to him if furnished by the Railway. Such fittings will be transported back free, if necessary, but at the owner's risk.

41. When Cars, liable to be laden or unladen by the Owner or Consignee of the Goods, have been once placed, and for the convenience of the Owner, or at his request, are shifted to finish at another berth in the same Station Yard, a charge of One Dollar per car will be made for such service.

42. Cars left at Stations or Sidings to fill requisitions, will be subject to demurrage after twenty-four hours; and if not loaded within sixteen hours thereafter, (in both cases exclusive of Sunday,) they may be handed over or removed to fill other requisitions.

43. *For the purpose of Carriage, the following Articles will be estimated to weigh:*

Horses, each.....	1000 lbs.
Horned Cattle, each.....	1000 "
Calves, each.....	150 "
Sheep, Goats, and Lambs, each.....	100 "
Swine and Pigs, each.....	250 "
Dogs, each.....	100 "
Hackney Coaches or Stages, or Large two horse Vehicles, each	2000 "
Sleighs, Pungs, or Country Wagons, and Sleds for Single Horses, each.....	600 "
Cabs, Gigs, Buggies, and Carts for Single Horses, and Light two horses Vehicles, each.....	1000 "
1 Barrel of Flour or Meal.....	200 "
1 " of Beef, Pork, or Pickled Fish.....	300 "
1 " of Apples.....	150 "
1 " of Eggs.....	200 "
1 " of Oysters.....	200 "
1 " of Potatoes, Carrots, or Turnips.....	150 "
1 Bushel of Potatoes.....	60 "
1 " of Salt.....	70 "
1 Sack of Salt.....	220 "
1 Bushel of Oats.....	36 "
1 " of Corn, Barley, Rye, or Buchwheat.....	50 "
1 " of Wheat.....	60 "
1000 Clapboards.....	2000 "
1500 Pailings.....	2500 "
1 Cord of Tanbark, 8 x 4 x 4.....	2500 "
1 " Firewood, dry 8 x 4 x 4.....	3000 "
1 " " green, 8 x 4 x 4	4000 "

Railways.

1	Hacmatac, Hemlock, Pine and Spruce Railway Sleeper	150 lbs.
1	Cedar Railway Sleeper.....	"
30	Cubic feet of Knees or Ship Timber.....	2000 "
30	" of Hardwood, Logs or Timber.....	2000 "
40	" of Softwood, Logs or Timber.....	2000 "
500	Superficial feet of Hardwood Boards, Plank, or Deals.	2000 "
800	" of Softwood Boards, Plank, or Deals...	2000 "
1000	Laths.....	650 "
1	M Shingles (4 bundles).....	300 "
1	Cask of Lime.....	450 "
12	Cubic feet of Granite, or 14 feet of Sandstone.....	2000 "
1	Boat.....	2000 "

44. The loading of Sawn Lumber per car, will be limited to :—

5,000 superficial feet of Hardwood.

8,000 " " of Softwood.

300 cubic feet of Hardwood, Logs or Timber.

400 " " of Softwood, " "

The whole contents of each stick being included in the measurement.

In the absence of Survey Bills, Deals must not be laden higher than three feet.

Cedar Poles, properly secured to prevent spreading, may be laden not more than five feet high.

The quantities specified as the load for a car should be reduced in cases where the Lumber is very *green*, or when, from other causes, the prescribed quantities would be an unsafe load.

The maximum load for a Platform Car shall be 20,000 lbs, and for a Box Car, 18,000 lbs.

45. A bushel of Oats, Salt, or Barley shall be equal to 2151 cubic inches; a bushel of Potatoes or Turnips shall be equal to 2747 cubic inches. The quantity in Car loads shall be ascertained upon the Cars being laden, by dividing the cubic inches in one bushel into the cubic contents, in inches, of the load. In case of dispute, the load, before bulk is broken, to be weighed upon the Railway Track Scales, and the result divided by the mean weight of Five Bushels, shall be considered conclusive.

46. All Regulations previously enacted for the conveyance of Goods and Merchandize over the Government Railways in Nova Scotia and New Brunswick, inconsistent with the foregoing, are hereby cancelled.

Railways.

CLASSIFICATION OF MERCHANDIZE.

Aqua Fortis D 1	Bacon in packages 2. If loose 1
Acids D 1	Baggage, Military & Commercial Travellers, 1
Ale, porter, and Beer, bottled, in casks, 1	Bags and Bagging 2
Ale, Porter, and Beer, in wood, 2	Bedsteads. new, packed in bundles, not painted 2
Agricultural Implements & Machines, light, 1	Bedstead, pine or birch, painted, 1
Agricultural Implements Machines, heavy, 2	Bells 1
Antimony 2	Berries, in brls. or in bxs. 2. In pails, baskets, or open packages D 1
Axes 1	Blankets 1
Alum 2	Bottles 1
Asphalt 3	Buckets or Pails 1
Apples, in barrels, 3	Binders' Boards 2
Anvils 3	Biscuit or Navy Bread, in brls. or bxs., 2
Ashes, Pot & Pearl, 3	Boilers for machines 2
Anchors 3	Boiler Flues 2
Axe Handles 2	Brimstone 2
	Brass in bars, rods, or sheets 2
Baggage or Luggage D 1	Broom Handles 2
Bandboxes D 1	Beef, salted, in brls., 4
Baskets D 1	Bark and Coffee Mills 2
Batting 1	Black Lead in barrels or boxes 3
Blinds, window, 1	Blacking 3
Bonnets D 1	Bran, in bags or brls., 2
Boats, per foot 1	Building Stone, hewn, 4
Books 1	Buggies, Cabs, Gigs, and Carts for single horses, and light two-horse Vehicles, 2
Boots and shoes 1	Beans 3
Brass Vessels 1	Block Tin 3
Bread, Baker's, in baskets or barrels, 1	Boiler Plates 3
Brooms, 1	Bones 3
Broom Corn, pressed, 1	Bricks 4
Burning Fluid, in Cans, 1 (<i>at owner's risk</i>)	Burblocks & Millstone 4
Burning Fluid, in Casks, 2	Barley 4
Butter, in crocks, baskets or boxes, 1	Bark Tan 4
Butter in firkins, or kegs 2	
Buffalo Robes 1	
Bushes 1	

Railways.

Cards, cotton and wool, 1	Capstans 3'
Carriages, in boxes 1	Castor Oil, in casks 2
Carpeting 1	Charcoal 2
Caps 1	Cabs or Hacks 2
Cigars 1	Carts 3
Candy, maple 1	Canvass 3
Confectionary 1	Carrots, in barrels 4. In bags or baskets 2
Copper Vessels 1	Chains, light 3
Corks, and Corkwood 1	Cast Steel 2
Cuttlery 1	Clapboards 4
Combs 1	Copperas, in cask or brls. 4
Covers and Seives 1	Cordage 3
Cider in wood 2	Crucibles 3
Cider, bottled, in casks 1	Copper, in boxes or casks 3
Cheese, in boxes, barrels, and casks 2	Chalk 3
Cordials 1	Chairs, railway 3
Coffee, ground, in boxes and bags, 2	Car Wheels and Axles 4
Coffee, whole, in boxes and bags 2	Coal 4
Cocoa 2	Clay 4
Corn Brooms 1	Coke 4
Calves 1	Chain Cables 4
Cotton Waste 2	Cement, in barrels 4
China, in boxes, D 1	Corn 4
Clocks D 1	Cane 1
Cabinetware D 1	
Casks, new D 1	Demijohns or Jars D 1
Candles 2	Dogs 1
Carriage Springs 2	Drugs, in bxs. or brls., 1
Carriage Axles and Bxs., 2	Dry Goods, in bxs., bales, or trunks 1
Carriages 1	Deer and Moose Skins 1
Chair Stuff 2	Dye Stuffs 2
Chicory 2	Dye woods 2
Chocolate 2	Duck 3
Composition Metal, in sheets and rods 2	Doors 1
Copper, in sheets plates, bolts, pigs, wire, rods, and nails 2	
Castings, light, not exceeding 100 lbs. each 1	Eggs, in cases or baskets 2
Castings, plain & heavy 3	Eggs, in barrels 4
Cotton, raw, in bales 2	Express Sleighs and Wagons, new 2
Cotton Warp, in bails, 2. In bundles 1	Earthen and Stoneware 2
Crockery 2	Emory 2
	Epsom Salts 2

Railways.

Empty Packages in full car loads or otherwise 2	Grease 3
Furs and Peltries D 1	Grain 4
Feathers D 1	Guano 3
Furniture, new D 1	Gypsum 4
Friction Matches D 1	Hats D I
Firkins D 1	Hair, curled, in sacks, 1
Fire Arms 1	Hair, in brls., or casks, for plastering 2
Figs, in drums and casks 1	Handcarts 1
Fruit, in boxes, cases, or baskets 1	Honey 1
Fruits, dried, except Raisins 1	Hides, dry, 2
Fanning Mills 1	Hides, raw or salted 3
Fenders and Fire Irons 1	Hoofs and Horns, in brls. or casks, 3
Felt 2	Hams, loose, 1
Flax, boxed or pressed 2	Hams, in brls., or bxs., 2
Flax Seed, in bags 2	Hams, in casks, 3
Flour Cloths 2	Hay Presses 2
Furniture, old, 1	Hay Cutters 1
Fish, fresh, 2. In bags, 1	Hardware 2
Flour, in bags, 3	Hemp 2
Flour, in barrels, 4	Hackney, Coaches or Stages, or large two-horse Vehicles, 2
Fish, salted or dried, in bxs., bcls., or bales, 3. in casks 4	Hose Pipes 2
Fish, salted, in brls., 4	Hops 2
Fish, preserved in cans 3. In bxs., from fisheries 4	Handles, broom, mop, and axe, 2
Gun Cotton D 1	Household removals 1
Gunpowder D 1	Hay, pressed, in bales, 2
Game of all kinds 1	Horned Cattle 2
Garden Seeds 1	Horses 2
Glassware 1	Hoops 2
Glass, window, 1	Hoop Poles 4
Grapes, in kegs, 1	India Rubber Goods 1
Grates, 1	Indigo 1
Glue 1	Ink 1
Groceries, not otherwise inserted, 1	Iron Casting, light, not exceeding 100 lbs. each 1
Ginger 1	Iron Castings, heavy, 3
Gum Copal 2	Iron, hoop, band and sheet in bundles 2
Gas Pipes 3	Iron Safes 1
Gas Fittings 1	Iron Nuts and Rivets, in casks, 3
Gravel 4	Iron, in bars and plates,
Grindstones 4	Iron, bolts, pig & scrap, 3

Railways.

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| Iron, railway, 3 | Mahogany Boards and Planks 2 |
| Iron Shutters and Facings, 3 | Meats, fresh 2 |
| Ice 4 | Milk 3—(<i>cans returned free</i>) |
| Junk 3 | Machinery, heavy 2 |
| Joiners' Work 2 | Manilla and Jute 3 |
| Looking Glasses D 1 | Mahogany Logs 3 |
| Lamps 1 | Manure, including all kinds of artificial, 4 |
| Lemons, in sacks or bxs. 1 | Molasses, in kegs, 3 |
| Liquors of all kinds, bottled, in cases, 1 | Molasses, in hhds. or brls. 4 |
| Liquors of all kinds, in wood, 2 | Meal, in bags, 3 |
| Lasts, 2 | Manganese 4 |
| Lard 2 | Meal, in barrels, 4 |
| Liquorice 2 | Millstones 4 |
| Lead Pipe 2 | Minerals 4 |
| Lobsters 2 | Nuts 1 |
| Lead, scrap, pig and sheet 3 | Nitrate of Soda 2 |
| Lightning Rods, in bundles, 3 | Nails and Spikes 4 |
| Leather 3 | |
| Lead, red and white, 2 | Oil, in jars or bottles, 1 |
| Lignum vitæ 3 | Oil, in cans I, In kegs 2 |
| Lime 4 | Oil, in hhds. or brls., 3 |
| Laths 4 | Oranges 1 |
| Locomotive Tyres 3 | Oysters, in barrels, 4 |
| Lumber of all kinds, domestic, 4 | Oysters, shelled, in kegs or cans, 2 |
| Limestone 4 | Oars 1 |
| Millinery D 1 | Oil Cloth & Pentulicum 2 |
| Machinery, light boxed 1 | Oakum 3 |
| Musical Instruments D 1 | Onions 2 |
| Mats, hair and wool, 1 | Ores 4 |
| Matting, cocoa & hair, 1 | Oats 4 |
| Measures and Tubs 1 | |
| Marble, polished 2 | Pictures and Picture Frames D 1 |
| Medicines and Mineral Water 1 | Plate D 1 |
| Moss 1 | Piano Fortes D 1 |
| Moulds 1 | Patterns 1 |
| Maple Sugar 3 | Perfumery 1 |
| Maple Candy 1 | Pickles, in bottles, 1 |
| Mechanics' Tools 1 | Pickles, in casks or brls. 2 |
| Marble Slabs, unwrought 3 | Printing Presses 1 |
| Malt, bags 2 | Poultry of all kinds 1 |
| | Preserves 1 |

Railways.

- Paper Hangings, in bales or bundles, 1
 Paper Hangings, in bxs., 2 In bundles 1
 Paper, printing, in bundles, I. In boxes 3
 Paper, wrapping, in bundles, I. In boxes 3
 Pasteboard 2
 Peaches, dried, 1
 Pepper, in bags or bxs., 2—Printer's Ink 2
 Prunes 1
 Pipes, smoking, 1
 Pegs 3
 Putty, in brls. or casks, 3
 Pork, salted, in brls., 4
 Pork, fresh, in carcass, 2
 Paint, dry, or in oil, 2
 Pigs 2
 Potatoes, new, in baskets or boxes, 2
 Potatoes, sweet, 2
 Potatoes 4
 Peas 3
 Pitch 3
 Pipes, gas and water, 3
 Potash and Pearlash 3
 Plaster, calcined, in casks, or brls., 4
 Plaster, rough, 4
 Patent Roof'g Material 3
 Quartz 4
 Rattans 1
 Rugs 1
 Rags 3
 Rubbers 1
 Rosin 3
 Raisins, in boxes, 2
 Rice in bags, 2
 Rice in tierces or brls., 3
 Rubber Car Springs 2
 Railway Axles, Wheels, and Springs 3
 Retorts 3
 Rye 4
 Rope of all kinds 3
 Railway Chairs 4
 Rails railway, 4
 Rigging for new ships, fitted or unfitted, 4
 Sculpture D 1
 Statuary D 1
 Sponges D 1
 Stove Pipe D 1
 Scales & Scale Beams 1
 Scythe Snathes 1
 Scythes 1
 Scythe Stones 2
 Sickles 1
 Salmon 2
 Sleighs, new, 1
 Stationery 1
 Stoves and Stove Castings 1
 Sewing Machines 1
 Sugar, in loaves, 1
 Sugar, crushed, in boxes or barrels, 2
 Sugar, raw, in hhds, or brls. 4
 Saddlery of all kinds 1
 Snuff, in jars, D 1
 Starch 1
 Shovels and Spades 1
 Spices 1
 Saleratus 2
 Sardines, in boxes, 2
 Seeds, clover and grass, 2
 Sails 3
 Sodawater 2
 Sheep Skins 3
 Shot, in bags and kegs, 2
 Soap 2
 Short and Feed 2
 Sheep, Goats, & Lambs 2
 Ships' Blocks and Sheaves 2
 Stoneware and Earthenware 2
 Sumach 2
 Salpetre 3
 Shooks 4

Railways.

- Soda, baking, in kegs and boxes, 2.
 Washing Soda, 3
 Sleighs, Pungs, or Country Wagons,
 for single horses, in use, 2
 Speltre 3
 Staves 3
 Steel 3
 Sawdust 4
 Soda Ash 3
 Shingles 4
 Salt, table, 3
 Salt, in bags, 4
 Straw in b'dles, pressed 2
 Sand 4
 Stone, unwrought, 4
 Slates, common, 4
 Swine 2
 Shale 4
 Spikes 4
 Spirits of all kinds, in wood, 2
 Ships' Knees, iron, 4
 Spirits of all kinds, bottled, in cases
 or casks 1
 Toys D 1
 Trees and Shrubbery, loose, D 1
 Trees and Shrubbery, matted, boxed
 or baled, 1
 Tombstones 2
 Tallow 3
 Tarpaulins 2
 Tea 2
 Tinware 1
 Trays 1
 Turpentine, in earboys, 1
 Turpentine, in brls., 3
 Tools, mechanics', 1
 Tobacco, in boxes, 3
 Tow, in bales, 2
 Tubing, copper, brass, and iron, 2
 Type 2
 Tobacco Pipes 1
 Targets 3
 Tobacco Leaf, unmanufactured, 4
 Turnips 4
 Tar 3
 Tin, plate or block, 3
 Tiles and Drain Pipes, in crates, casks,
 or brl., 4
 Tin, ingot, 3
 Trunks 1
 Vitriol D 1
 Veneering 1
 Varnish, in tins or jars, 1
 Varnish, in casks, 2
 Vegetables, not otherwise mentioned, 2
 Vinegar in casks, 3
 Vehicles, not otherwise mentioned, 2
 Wicker Work D 1
 Wadding 1
 Wagon Felloes & Bows, finished, and
 Wagon Wheels, 1
 Wax 1
 Whalebone 1
 Wheelbarrows 1
 Whips 1
 Willow Wares & Reeds 1
 Woodenware 1
 Wines, bottled, in casks or cases, 1
 Wool, in bags, 1
 Wool, pressed, in bales, 2
 Writing Paper, 1
 Wines, in wood, 2
 Wire, iron, copper, and brass, 2
 Whetstones 2
 Window Frames and Sashes 1
 Woollen Waste 2
 Wrapping Paper, in bundles, 1. In
 bales or boxes, 3
 Whiting, in casks, 3
 Wire Fencing 1
 Wire Rope, in coils, 4
 Water Pipes, iron, 3
 Wheat 4

Railways.

Yeast, in brl., 1
Yarns, pressed, 2
Yellow or Muntz Metal 2

Zinc, in rolls or sheets, 2
Zinc, in blocks, 3

Preserved Salmon or other Fish, in boxes or cans, in any quantity, from the Fisheries in the Gulf of Saint Lawrence, or Rivers or Bays in Prince Edward Island, Nova Scotia, Cape Breton or New Brunswick, or Vinegar for the Fisheries, will be rated Fourth Class.

All Articles not enumerated in the above Classes are to be charged Second Class Rates.


The *Figures* placed to right of the articles enumerated in the Classification denote the Class to which they severally belong, and the charges to be made according to the "Tables of Rates," viz :—

- D 1. Double First Class.
1. First Class Articles.
2. Second Class Articles.
3. Third Class Articles.
4. Fourth Class Articles.
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Railways.

TABLE OF DISTANCES,

FOR THE GUIDANCE OF STATION MASTERS, CONDUCTORS, AND ENGINE DRIVERS.

PRINCIPAL STATIONS are printed in CAPITALS, Flag Stations in plain Roman Letters, and the *Siding in Italics*. 

STATIONS.	Numbers.
SAINT JOHN	0
Moosepath.....	1
Torriburn.....	2
Riverside.....	3
ROTHESAY.....	4
Quispamsis.....	5
Walker.....	6
Nauwigewauk.....	7
Ossekeag.....	8
Passakeag.....	9
Bloomfield.....	10
Moosehorn.....	11
Norton.....	12
Johnston.....	13
Gurney.....	14
King.....	15
Penobscut.....	16
Scusex.....	17
Ap Aquit.....	18
Plumweseep.....	19
Dunsmine.....	20
ANAGANCE.....	21
Hayward.....	22
Pettitcodiac.....	23
Pollet River Road.....	24
Salisbury.....	25
Boundary Creek.....	26
Mountain Road.....	27
Cariboo.....	28
Humphrey's Mill.....	29
Cook's Brook.....	30
PAINSE JUNCTION.....	31
Dorchester Road.....	32
SHEDIAC.....	33
Pointe du Chene.....	34
Meadow Brook.....	35
Jones' Mill.....	36
MEMRAMCOOK.....	37
DORCHESTER.....	38
SACKVILLE.....	39
LAVAL.....	40
AMHERST.....	41

EUROPEAN AND NORTH AMERICAN RAILWAY.

INT. COL. RAILWAY.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630	631	632	633	634	635	636	637	638	639	640	641	642	643	644	645	646	647	648	649	650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680	681	682	683	684	685	686	687	688	689	690	691	692	693	694	695	696	697	698	699	700	701	702	703	704	705	706	707	708	709	710	711	712	713	714	715	716	717	718	719	720	721	722	723	724	725	726	727	728	729	730	731	732	733	734	735	736	737	738	739	740	741	742	743	744	745	746	747	748	749	750	751	752	753	754	755	756	757	758	759	760	761	762	763	764	765	766	767	768	769	770	771	772	773	774	775	776	777	778	779	780	781	782	783	784	785	786	787	788	789	790	791	792	793	794	795	796	797	798	799	800	801	802	803	804	805	806	807	808	809	810	811	812	813	814	815	816	817	818	819	820	821	822	823	824	825	826	827	828	829	830	831	832	833	834	835	836	837	838	839	840	841	842	843	844	845	846	847	848	849	850	851	852	853	854	855	856	857	858	859	860	861	862	863	864	865	866	867	868	869	870	871	872	873	874	875	876	877	878	879	880	881	882	883	884	885	886	887	888	889	890	891	892	893	894	895	896	897	898	899	900	901	902	903	904	905	906	907	908	909	910	911	912	913	914	915	916	917	918	919	920	921	922	923	924	925	926	927	928	929	930	931	932	933	934	935	936	937	938	939	940	941	942	943	944	945	946	947	948	949	950	951	952	953	954	955	956	957	958	959	960	961	962	963	964	965	966	967	968	969	970	971	972	973	974	975	976	977	978	979	980	981	982	983	984	985	986	987	988	989	990	991	992	993	994	995	996	997	998	999	1000
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EUROPEAN AND NORTH AMERICAN RAILWAY.

INT. COL. RAILWAY.

Railways.

THE EUROPEAN AND NORTH AMERICAN RAILWAY, AND THE INTER-COLONIAL RAILWAY.

GENERAL FREIGHT TARIFF.

RATES to be charged per 100 lbs. for Goods, per General Classification, and per Car Load for Specified Articles.

Miles	CLASSES.				IN CAR LOADS.				
	1	2	3	4	Flour and Meal, per barrel.	Grain and Vegetables, per 100 lbs.	Lumber.	Live Stock.	Hay or Straw
	cts.	cts.	cts.	cts.	cts.	cts.	\$	\$	\$
5	6	5	4	3	6	3	4 00	6 00	4 00
10	8	7	6	4	7	4	4 00	6 00	4 00
15	9	8	7	5	7	5	4 00	6 00	4 00
20	9	8	7	5	8	5	4 00	6 00	4 00
25	10	9	8	6	8	6	4 50	6 00	4 50
30	11	10	9	7	9	7	5 50	7 00	5 50
35	13	11	10	8	10	8	6 50	8 25	6 60
40	14	12	10	8	11	8	7 50	9 50	7 80
45	15	13	11	9	12 $\frac{1}{2}$	9	8 50	10 75	8 80
50	16	14	12	10	14	10	9 50	12 00	9 80
55	18	15	13	10	15 $\frac{1}{2}$	10	10 50	13 25	11 00
60	19	16	14	10	17	10	11 00	14 50	12 00
65	20	17	14	11	18	11	12 00	15 75	13 00
70	21	18	15	11	19	11	12 00	17 00	13 00
75	22	19	15	11	20	11	13 00	18 25	14 00
80	23	19	15	11	21	11	13 75	19 50	15 00
85	24	20	16	12	22	12	15 75	20 75	16 00
90	25	21	17	13	23	12	15 75	22 00	17 00
95	26	22	18	13	24	12	16 50	23 00	18 00
100	27	23	19	13	24	12	17 50	24 00	19 00
105	28	24	20	14	25	12	18 00	24 00	20 00
110	29	25	21	15	25	12	18 00	25 00	21 00
115	30	26	22	15	26	13	19 00	25 75	22 00
120	31	27	23	16	27	14	20 00	26 50	23 00
125	31	27	23	16	27	14	20 00	27 25	24 00
130	32	28	24	17	28	15	21 00	28 00	25 00
135	33	29	25	17	28	15	22 00	28 75	25 50
140	34	30	26	18	29	16	23 00	30 00	26 00
145	35	31	27	19	30	17	24 00	31 00	27 00
150	36	32	28	20	31	18	25 00	32 00	28 00

Railways.

GOVERNMENT HOUSE, OTTAWA. •

Thursday, 4th day of May 1871.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

On the recommendation of the Hon. the Minister of Public Works, and under and in virtue of the provisions of the 58th Section of the Act 31st Victoria, Chapter 12, intituled "An Act respecting the Public Works of Canada" His Excellency has been pleased to order, and it is hereby ordered, that the following Regulations and Proportions of *Special Rates** for through traffic over the Government Railways in New Brunswick, shall be and the same are hereby adopted, and substituted for those heretofore in force under the authority of a Minute of Council dated the 20th day of August 1869.

W. A. HJMSWORTH,
Clerk Privy Council.

The Manager of the Government Railways in New-Brunswick shall be authorized, in connection with the Agent or owner of any Steamer or Sailing Vessel, being a regular Packet and connecting with the Railway at stated periods, to make and establish such rates for through Traffic, as may be necessary from time to time, between the various ports in the River and Gulf of St. Lawrence, the Straits of Northumberland, or Prince Edward Island and St. John, N. B.

The Railway to receive or retain of any such through rate, a percentage as follows :—

Between St. John, N. B. and

Picton, N. S. Forty four (44) per cent
 Charlottetown, P. E. I. Fifty (50) per cent
 Summerside, P. E. I. Fifty eight (58) per cent
 Cascampec, P. E. I. Fifty (50) percent
 Bay Verte, N. B. Fifty (50) per cent
 Buctouche, N. B. Sixty five (65) per cent
 Richibucto, N. B. Sixty (60) per cent
 Miramichi, N. B. Fifty (50) per cent
 Caraqueette, N. B. Forty three (43) per cent
 Shippegan, N. B. Forty three (43) per cent
 Bathurst, N. B. Forty three (43) per cent
 Dalhousie, N. B. Forty three (43) per cent
 Campbellton, N. B. Forty (40) per cent

* *Special Rates* are superseded by subsequent order in Council.

Railways.

Paspebiac, Q. Forty (40) per cent
 Percé, Q. Forty (40) per cent
 Gaspé, Q. Forty (40) per cent
 Rimouski, Q. Forty (40) per cent
 Quebec, Q. Forty (40) per cent
 Montreal, Q. Thirty three and one third ($33\frac{1}{3}$) per cent

provided that such per centage shall not in any case be less than the following minimum rates :—

FOR FREIGHT.

No less charge to be made for any single package or consignments than twenty five cts.	{	First Class Goods p. 100lbs 15 cents	{ not to
	{	Second Class Goods p. 100lbs 11 cents	{ include
	{	Third Class Goods p. 100lbs 10 cents	{ Live Stock
	{	Fourth Class Goods p. 100lbs 9 cents	{ or Carriages
	{	Or an average of $11\frac{1}{4}$ cents p. 100lbs.	}

Oats, wheat, Eggs, and Oysters being for this purpose to be considered *Second Class*.

Flour and Meal in Car Loads p. Brl 15 cents
 Fish or Pork and Beef in Car Load p. Brl 22 cents
 Coal, Stones and ores, in Cargoes p. Ton of 2000 lbs \$1.50

FOR PASSENGERS.

First Class — each, \$2.00
 Second Class — each, 1.70

Provided further that through arrangements shall only be made with Sailing Vessels when, in the opinion of the Manager the interests of the Railway or that of the public require it.

The owners or Agents of the Vessels intering into any such arrangement must give sufficient security for its proper fulfilment.

All accounts must be settled and paid upon the right delivery of the goods.

Manifests, or Way Bills, of goods, shewing the particulars with the charges and expenses thereon must accompany the Freight.

Seperate Manifests must be provided for Goods to or from each Port.

All *through rates* established under these regulations, as well as any general alteration of the same, shall be duly published from time to time by the parties thereto, and copies of such publication shall be forwarded to the Department of Public Works at Ottawa.

Railways.

NOVA SCOTIA RAILWAY—RATE ON HIDES AND LEATHER.

GOVERNMENT HOUSE, OTTAWA.

Wednesday, 27th March, 1872.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Honorable the Minister of Public Works, and under and in virtue of the provisions of the 58th Section of the Act 31 Vic Cap. 12, intituled: "An Act respecting the Public Works of Canada," His Excellency has been pleased to order and it is hereby ordered that a reduction be made on the present rate of freight charged on Hides and Leather passing over the Nova Scotia Railway, and that the following rates be and the same are hereby approved and adopted.

W. A. HIMSWORTH,
Asst. Clerk Privy Council.

FREIGHT ON HIDES AND LEATHER.

ON HIDES—Raw, salted or dried, 22 cents per 100 lbs. from Halifax to Pictou.

ON LEATHER—22 cents per 100 lbs. from Pictou to Halifax.

NOVA SCOTIA RAILWAY—SPECIAL RATES.

GOVERNMENT HOUSE, OTTAWA.

Thursday, 16th day of May, 1872.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Hon. the Minister of Public Works, and under the authority conferred by the 58th Sect. of the Act 31st Vic., Cap. 12, intituled: "An Act respecting the Public Works of Canada," His Excellency has been pleased to order, and it is hereby ordered, that the following Schedule of special rates for Passengers and Freight passing over the Nova Scotia Railway between Richmond, Halifax and Pictou, proceeding to or returning from Newfoundland, shall be and the same are hereby approved and adopted.

Certified.

W. H. LEE,
Clerk Privy Council.

Railways.

SCHEDULE.

Nova Scotia Railway.

Railway Proportion of Special Rates for Freight and Passengers.

Between Richmond (Halifax) and Newfoundland.

PASSENGERS.

First Class, each.....	\$2 50
Second " ".....	2 00
Steerage " ".....	2 00

FREIGHT.

First Class goods per 100 lbs.....	\$0 15
Second " ".....	0 12½
Third and Fourth Class per 100 lbs.....	0 10
Flour and Meal (when in lots of 90 to 100 Bbls) per Bbl.....	0 17
Beef, Pork and Fish (when in lots of 60 to 70 Bbls) per Bbl.....	0 25
Sugar and Molasses in Car Loads to one address per Hhd.....	1 40
Measurement Goods from England on through Book per ton of 40 cubic feet measurement.....	2 50
Iron, &c., as invoiced per ton weight of 2,240 lbs.....	2 50

GOVERNMENT HOUSE, OTTAWA.*Friday, 31st day of January, 1873.*

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Honorable the Minister of Public Works, and under and in virtue of the provisions of the 65th clause of the Act 31 Vict., cap. 12, intituled : " An Act respecting the Public Works of Canada," His Excellency has been pleased to order *and it is hereby ordered* that the " following " Rules and Regulations respecting the Intercolonial Railway and other Government Railways in the Provinces of Nova Scotia and New Brunswick " be and the same are hereby adopted and established.

W. A. HIMSWORTH,
Clerk of the Privy Council.

Railways.

RULES TO BE OBSERVED BY THE STAFF GENERALLY.

1.—A copy of these Rules and Regulations shall be given to each Employé engaged on the line ; and a copy, printed on a sheet and framed, will be hung up in every Station, Conductor's Room, Engine-house, Repair-shop, &c., where it will be open for inspection by every Employé of the Railway, and no plea or excuse, for ignorance of the Rules and Regulations, will be admitted, should any Employé not have received a copy.

2.—When a special, written, or telegraphic order is given by the General Superintendent, or a Division Superintendent, to suspend or alter any of the following Rules and Regulations, such special order shall be instantly obeyed.

3.—Every Employé shall make himself thoroughly acquainted with the Rules and Regulations of the Railway, including those contained in the Working Time-Table of the District in which he is employed ; and he shall keep a copy of the same in his possession, under a penalty of one dollar for not doing so.

4.—When an alteration takes place in the running of trains in the District in which he is employed, he shall take care to provide himself with a copy of the altered Time-Table.

5.—The Regulations regarding the running of trains, which are printed on the Time-Tables, are to be read and considered as part of the Rules and Regulations of the Railway.

6.—Each person is to devote himself exclusively to the service of the Railway, residing where he may be required.

7.—He shall obey promptly all instructions he may receive from persons placed in authority over him, and conform to all the Regulations of the Railway.

8.—Employés of the Railway, particularly the officers, must appear on duty clean and neat.

9.—No Employé shall receive fee or reward from any person, without the previous sanction of the Railway authorities.

10.—Employés must not smoke when on duty, on or about the Railway premises.

11.—Any Employé intoxicated when on duty shall be dismissed.

12.—No Employé is allowed, under any circumstances, to absent himself from duty without the permission of his superior officer, except in case of illness ; and then notice must be immediately sent to his superior officer, so that a substitute may be found in season.

Railways.

13.—No Employé, unless appointed to do so, shall receive money on any occasion, or under any pretence, from any person on account of the Railway.

14.—Employés, authorized to receive money on account of the Railway, must when required, enter into bonds, with two sufficient sureties, for the faithful performance of their duty, in this respect.

15.—All persons in places of trust in the Railway service must immediately report any misconduct or negligence, affecting the interests or safety of the road, or failure to comply with these Rules and Regulations, which may come under their notice. Their withholding such information will be considered a proof of neglect and indifference on their part.

16.—All officers concerned will be held responsible for regulating their time-pieces, in accordance with the times observed on the various Divisions of the Railway, as stated in the Time-Table.

17.—The Employés of the Railway are to exercise great care and watchfulness in order to prevent injury to persons, or damage to property, and where a doubt may exist as to the proper course to pursue, *they must take the safe side, and not run unnecessary risk.*

18.—Employés subject themselves to criminal prosecution for disobedience or neglect of orders, and to fine, suspension, or dismissal, for misconduct, incompetency, wrangling, or using improper language while on duty.

19.—The Railway authorities shall have the right to deduct from the pay of any Employé such sums as may be awarded against him by the General Superintendent for damage to property entrusted to his care, or, as fines, for misconduct or neglect of duty.

20.—The pay of every man absent, or suspended from duty, will be stopped.

21.—No person is to quit the Railway service without giving fourteen days' previous notice ; and in case he leave without such notice, all pay then due will be forfeited.

22.—Any person leaving the Railway service must deliver up to his superior all property belonging to the Railway, under his charge.

SIGNALS.

23.—RED is a signal of DANGER : STOP.

GREEN—CAUTION : PROCEED SLOWLY.

WHITE—ALL RIGHT : GO ON.

24.—These signals will be made by FLAGS in the day time, and by LAMPS at night.

Railways.

25.—In addition to this, any signal waved violently, or a man standing with both arms raised above his head, denotes Danger, and the necessity of stopping immediately.

26.—The absence of a signal at a point where one is usually displayed is to be taken as denoting danger.

WHISTLING SIGNALS.

27.—To PUT ON BRAKES—*One short sharp whistle.*

To START OR TAKE OFF BRAKES—*Two short sharp whistles.*

To BACK—*Three short sharp whistles.*

To TURN SWITCH—*Four short sharp whistles.*

DANGER—*A repetition of short sharp whistles.*

On approaching Level Crossings of public roads and Curves—*One long whistle*

On approaching Stations—*One long continuous whistle.*

28.—Every train or empty engine, moving on the line after *sunset*, must display one Red tail light as well as one White light, in front of the engine.

29.—A Red flag carried upon the head of an engine or tail of the train, by day, or a Red light by night (in addition to the usual White light upon the head of the engine and Red light upon the tail of the train), denotes that an extra engine or train is *following, having right of track over all other trains.*

30.—A Red signal, with a green one carried in the manner above described, denotes that an extra engine or train, having right over all others, will come in an *opposite* direction.

31.—White signals, carried in like manner, denote that an extra train is following, but will *keep clear* of all regular trains.


32.—Green signals carried in the same way denote that an extra train or engine will come in an opposite direction, but will *keep clear* of all regular trains.


33.—Signal Cords must be used on all trains, to extend from the rear car to the Whistle or Alarm Bell on the engine.


34.—A *Danger or Caution* signal must be observed without cavil, the person giving it being responsible for its necessity.

35.—Where distance and Semaphore signals exist, the following Regulations respecting them must be observed :—

Railways.

The *All right* signal is shewn during daylight by the arm being within the post (thus ) , and by a Green light on the top of the post at night, which also means Caution—"To come on Slowly."

The *Caution* signal to slacken speed is shewn during daylight by the semaphore arm being raised to an angle (thus ) , or by a Green light at night.

The *Danger* signal—*always to stop* — is shewn during the daylight by the arm being raised to the horizontal position (thus ) , or by a Red light at night.



At *Draw-bridges, Crossings of other Railways and Junctions*, the semaphore arms for day, and the lamps for *night* signals are always to be set at *Danger*; and every engine and train must come to a stand before reaching the signal, and not proceed until the signal to "*come on*" is shewn, and the man in charge must not alter the signal until trains or engines have been brought to a stand.

All Signal Lamps must be lighted at least half an hour before dark. They must be kept burning brightly all night, and extinguished half an hour after daylight.

DIRECTIONS FOR THE USE OF TORPEDOES (FOG SIGNALS).

36.—During foggy weather, snow storms, or at any time when the ordinary signals cannot be seen, torpedoes are to be placed on the rail (label up wards) by bending the lead clip round the upper flange of the rail, to prevent their falling off. When the engine passes over the signal, it explodes with a loud report, and the Driver is instantly to stop.

37.—Torpedoes are to be used in addition to the regular day and night signals, which must first be exhibited.

Railways.

38.—Each and every Conductor, Switchman, Engine driver, and Foreman of Trackmen, must provide himself with 12 torpedoes, which he must always have ready for use whilst on duty ; and every Station Master must provide himself with the same number which are to be kept in an unlocked drawer or shelf, in order that they may at all times be easy of access, and every person connected with the Station shall be made acquainted with the place where they are deposited.

39.—All the above mentioned persons are responsible for having on hand the proper number of torpedoes, and when the stock is diminished, by one or more, it is their duty immediately to apply for others.

40.—Whenever an accident occurs to a train, or a train is stopped on the line at any place other than a station, in consequence of which the line is obstructed, the Brakesmen must be sent each way at least 800 yards (or sixteen telegraph poles), or more if at or near a steep grade or curve, to stop an approaching engine or train ; and as the men proceed they must place on the rails, at a distance of every 200 yards, one of these signals ; and on arriving at the end of the above mentioned distance, they are to place two such signals on the line of rail.

41.—In case of an Engine passing over one of these Signals, the train must be immediately stopped, and measures must at once be taken by the Conductor for protecting his train from any following train, by sending men back with Torpedoes which must be placed on the line every 200 yards to a distance of a quarter of a mile, the train afterwards proceeding slowly and cautiously to the place of obstruction.

42.—Every Driver of an engine, not accompanied by a Conductor, must also use these signals in case of accident or obstruction, in the manner before mentioned.

43.—When the line is again clear, the Conductor or Engine-driver, as the case may be, must, before proceeding, remove all the signals from the rails.

44.—In any of the above circumstances, and in the absence of either of the officers above mentioned, any Foreman of Works, or other servant of the Railway, is to observe the same rules to guard against danger.

PASSENGER AND STATION REGULATIONS.

45.—Passengers at Ticket Stations are required to purchase their tickets before entering the cars, otherwise they must pay to the Conductor an additional charge of twelve cents.

46.—They should provide themselves with tickets at least five minutes before the advertised time for departure of the train.

47.—Children not exceeding four years of age, under the care of their parents or friends, will be taken free ; those over that age, and under twelve, will pay half fare.

Railways.

48.—Family tickets will be sold at Ticket Stations, at a reduced rate from first class fares, upon the express condition that the purchaser shall not sell or transfer them, or allow them to be used, except by himself, or his wife and children residing with him. Season Tickets will also be issued, allowing persons whose names have been inserted on them, to ride between the stations to be indicated, on any regular passenger train. If any such Family or Season Ticket should be presented or used by any person or persons other than those mentioned, the Conductor shall take up the ticket and collect the fare ; the ticket to be forfeited, and the owner to be refused any further supply.

49.—Express Proprietors, Dealers, Agents, and Messengers holding Season Tickets, shall not carry with them baggage or parcels for the purposes of their business, unless the freight for the same be prepaid at double 1st class freight rates. In case of violation of this rule the Ticket shall be forfeited.

50.—Excursion Return Tickets at a single first class fare, will be issued at Ticket offices, to parties of five or more, going and returning together by any passenger train, to and from any given station, within three days—it being distinctly understood that unless these conditions are complied with, the Tickets will be void and of no effect.

51.—Persons drunk, and unable to take care of themselves, shall not be furnished with tickets, or be allowed to enter the cars or Station premises, and if found in the cars or Station premises, may be removed.

52.—Passengers are required to produce and deliver up their Railway tickets to the Conductor, or other person in charge of the train, whenever requested so to do by such officer. Should they refuse to do this and pay the proper fare, they may be removed from the train at or near a Station.

53.—Passengers are required to conduct themselves with propriety and to obey the reasonable requests of the Station Master, Conductor or other officer in charge, with a view to promote the general comfort and convenience, and to maintain order and decorum.

54.—Passengers are not entitled to occupy more than one sitting in a passenger car for each ticket.

55.—Persons are not allowed to get into, or upon, or to quit a car, while the train is in motion.

56.—Passengers before they can have their baggage checked, must show their tickets to the Station Baggage Master. To avoid mistakes, they must attend personally to the checking and marking of their baggage.

57.—Passengers can only have their baggage checked to the stations to which they hold tickets.

Railways.

58.—Passengers are allowed 100 lbs. of baggage ; any quantity exceeding that weight must be charged double 1st class freight rate, which must be prepaid.

59.—Baggage shall not be understood to include money, merchandise, or any articles other than those for personal use.

60.—The Railway will not be responsible for any baggage, or article, not properly given in charge to an officer authorised to receive the same. The Railway shall not be accountable for the baggage of any Passenger beyond the value of fifty dollars.

61.—Passengers, on arrival at their destination, must produce their duplicate check before their baggage can be delivered to them.

62.—The waiting-rooms are for the travelling public only — other persons shall not be permitted to use them. Smoking therein is strictly prohibited.

63.—Idlers and loungers are not permitted to remain about the station premises ; nor shall any person obstruct or molest in any way any Passenger or Passengers while entering or quitting a Station or Car.

64.—Coachmen, hackmen, carters, porters, and runners for railroads, boats, stages lines and hotels, will not be allowed to solicit custom or passengers, upon any of the trains—nor will they be allowed to enter the stations, nor come upon the platforms on the arrival of passenger trains, to solicit or influence passengers, but they shall stand in such places as directed by the Station Master, Agent, or Policeman. Cattle dealers, butchers and market men will not be allowed in the cars, station or freight houses, or upon the platforms, on the arrival of the trains, for the purpose of trading,—nor will hucksters, or vendors of newspapers, books, fruit, flowers, confectionery, and other such articles, be allowed in the cars, or upon the train, nor to enter the stations, or come upon the platforms for the purpose of disposing of the same, except by permission of the Station Master or Conductor, under the authority of the Superintendent.

65.—Coachmen, hackmen, and porters, holding checks, will be admitted into the Stations for the purpose of obtaining baggage — they will also be admitted when taking baggage to the trains.

66.—Private carriages, hacks and baggage wagons, while waiting at Stations the arrival of trains, are required to stand at, in, or near the Station premises, as directed by the Station Master or Policeman. Unnecessary noise, and obscene and abusive language, are strictly prohibited.

67.—All persons are strictly forbidden to walk upon the track of the Railway, or to trespass upon the Railway premises.

Railways.

68.—Any person or persons who shall be guilty of any contravention or infraction of the foregoing Rules and Regulations, numbered respectively *Forty-eight, Fifty-one, Fifty-two, Fifty-three, Fifty-four, Fifty-five, Sixty-three, Sixty-four, Sixty-six, and Sixty-seven*, shall, in addition to any forfeiture or penalty thereby imposed, be liable to be brought before a Magistrate or Justice of the Peace, in the District, County, or place in which the offence may be committed, and fined a sum of not less than *Two Dollars*, nor more than *Twenty Dollars*, for each separate offence, by virtue of the *Public Works Act 31 Vict., Cap. 12*.

STATION MASTERS.

69.—Every Station Master must be able to write a good hand, to spell correctly, and to write grammatically, he must also be conversant with the elementary rules of arithmetic, and be able to keep books neatly; at Stations where there are no Clerks kept, he must properly understand telegraphing, and in all cases the Station Master, or one of his Clerks, must be an operator.

70.—He is responsible for the efficient discharge of the duties devolving upon all the employes at the station.

71.—He is to see that all general and other orders are duly executed, and entered in a book to be kept for the purpose.

72.—He must at all times enforce the observance of cleanliness and neatness by the employes at his Station. He must immediately report every instance of neglect of duty on their part, and see that their conduct is respectful and civil to the public. Should any man be complained of, he must investigate the matter, and communicate the particulars, as soon as possible, to the Division Superintendent.

73.—He is responsible for the efficient protection and safety of the Station, offices, buildings, and other property connected therewith, and must daily inspect the same, as well as the Station grounds, and see that they are kept clean and in good order, and that there is no waste of any kind.

74.—He shall see that all Station and Signal Lamps belonging to his Station are trimmed, and that Signals of every kind are in good order and ready for instant use.

75.—He must see that the time of arrival and departure of every stopping train, and the time of passing of all other trains or engines, with the number of cars in each case, are accurately entered in the Train book.

76.—He must report immediately whenever any train leaves or passes his station before the time prescribed in the Time-table.

77.—He is to direct the Conductor of a train when to start, and he must use every exertion to ensure punctuality.

Railways.

78.—He must not permit any engine or train to leave, or pass his Station, within fifteen minutes of another going in the same direction.

79.—He must keep a sharp look out for train signals, and be careful to notify Conductors of the same, and of any orders or arrangements that may exist in any way affecting the trains.

80.—He must see that no engines or cars are left upon the main line, and that they are placed as quickly as possible in a siding clear of the main line, with the wheels securely scotched.

81.—He must not allow an engine or car to cross, or shunt on, the main line within ten minutes of a train being due at his Station.

82.—He must see that all switches at his Station are in good order, proper position, and carefully attended to at all times, and especially before and after the arrival and departure of trains. Where there is no Switchman he must himself perform the duty.

83.—He shall forthwith communicate to the General Superintendent all unusual occurrences which may happen in connection with the Railway.

84.—In case of any obstruction on the line, or slips, or other casualties, the Station Master at the nearest station to the scene of the accident, must immediately give notice of the same, by telegraph or otherwise, to the Division Superintendent, and the nearest Foreman of the Permanent Way, as well as to the General Superintendent.

85.—Tickets must not be sold for any station at which the train does not stop. He must instruct Ticket Agents to consult the Working Time-Table, so as to avoid making mistakes.

86.—He shall see that all books and returns are regularly written up, and neatly kept.

87.—He will be responsible for all money received at his station for account of the Railway, and will be required to make good any deficiency of cash, whether arising from bad money, or errors. He must make up, and balance, his accounts daily, in the form prescribed, and remit his cash, as called for by special instructions.

88.—Any Station Master who shall render a statement of account which contains errors, plainly traceable to his cash not having been properly counted and balanced, or to any want of care in taking an inventory of the freight in store, or shall enter remittances not actually made at the time indicated, is open to the serious charge of knowingly falsifying his accounts.

89.—All goods or articles, without exception, received for transportation, must be properly entered on way-bills to accompany the same.

Railways.

90.—He is held personally responsible for the safe keeping, and proper delivery, of all goods received by him, and for all charges due thereon; and all articles entered on the way-bills will be considered as having reached his station in good order, unless it is otherwise stated on the face of the way-bill.

91.—He shall see that all full-loaded box-cars of freight, not required till their destination is reached, in addition to being locked, are sealed.

92.—Station Masters shall not permit freight cars to be over or improperly laden. If a doubt exists they shall take the safe course.

93.—Station Masters must not offer for transportation an improperly laden car

94.—To avoid misunderstanding and delay, requisitions for freight-cars must be made upon the form provided for the purpose, and handed to the Conductor. If previously telegraphed for, the fact must be stated on the requisition.

95.—Freight and cattle-cars must be thoroughly cleansed on being discharged. He shall immediately report every instance in which a car, bearing evidence of not having been cleansed by the sending station, arrives at his station.

96.—He must be careful that all stores supplied for the station are economically used, and that there is no waste of any kind.

97.—He must not supply or lend, under any circumstances, stores, or other articles belonging to the Railway.

STATION BAGGAGE MASTERS.

98.—Station Baggage Masters shall wear a badge denoting their office, and be in attendance at least forty-five minutes before the advertised departure of the train.

99.—They must compare baggage checks with the duplicates, and see that they correspond.

100.—They must not keep more checks on hand than are necessary.

101.—Checks, when not in use, must be kept under lock and key.

102.—A passenger is allowed 100 lbs. of personal baggage. Any quantity exceeding that weight, must be charged double first-class freight rates, and must be prepaid.

103.—They must not check baggage until a short time previous to the departure of the train.

104.—They are to request passengers to exhibit their tickets before checking their baggage, and to check the baggage accordingly.

Railways.

105.—All previous station numbers on baggage must be effaced.

106.—Checks must only be given to passengers, and not to cabmen, or others, on their behalf.

107.—Baggage, while in charge of the Railway officers, must be well guarded, or left in a secure place.

108.—A record must be kept at stations of all baggage received from passengers and forwarded by train, giving the date, number of check, train, and destination, in every case.

109.—A record must also be kept of all baggage received by trains, and delivered to passengers, showing date, train, and number of check in the same way.

110.—Baggage for Flag-stations must be numbered but not checked.

111.—On no account are passengers to be allowed to take checked baggage out of the possession of Baggage Masters unless properly claimed.

112.—Special care must be taken, not to deliver baggage, without first removing the checks, and obtaining the duplicates from the passengers.

113.—A report must be sent to the General Baggage Agent, of all baggage received, the checks and duplicates of which do not tally. The report must show the time of arrival, number of train, and the name of the station whence received.

114.—When a passenger has lost his duplicate check, the baggage must not be given up unless he can describe the contents of such baggage, and pays 25 cents for the lost check.

115.—A receipt must be taken from the owner for all baggage so delivered without the duplicate check being presented, as also for all baggage mis-checked.

116.—Station Baggage Master, or Station Masters, will report immediately any baggage missing at their station, and will also report any baggage that may have remained unclaimed one week.

117.—All lost or unclaimed baggage must be sent, properly labelled, to headquarters, monthly.

118.—No baggage should be opened except in the presence of the owner.

119.—Reports must be made periodically to the General Baggage Agent of all inward and outward baggage.

Railways.

SWITCHMEN.

120.—Men in charge of switches are required to exercise great care and vigilance, as the slightest neglect on their part may cause an accident.

121.—They must be very careful to keep their switches in good working order, and in proper position, and must immediately report all defects to the Station Master, who will advise the Superintendent of the Division, and the nearest Section Foreman.

122.—Before leaving his work, he must satisfy himself, by personal inspection, that the switches are properly set and locked for the main line, and that the signals are right. He must also carefully examine the switches, and stationary signals, every time he returns to work after being off duty.

123.—He must be furnished, when on duty, with the following articles :—

- 1 Hand Lamp, having three colours ;
- 4 Flags—two red, one white, and one green ;
- 12 Fog Signals (Torpedoes).

124.—Switchmen shall not, within ten minutes of a train being due, allow any engine or cars to pass on to, or across, the main line without the express order of the Station Master, and then he shall not open the switch until the proper danger signal is shown. He must not allow an engine to pass from one line to another, without first ascertaining that it is safe to do so.

125.—Conductors, Engine-drivers, Track-masters, and others, who may have occasion to use switches, shall be held responsible for leaving them locked in their proper position, but nothing in this rule shall relieve the Station Master of his responsibility in regard to switches.

CONDUCTORS.

126.—Conductors must be able to write a good legible hand, to spell correctly, and be conversant with the elementary rules of arithmetic.

127.—They shall wear a badge denoting their office.

128.—They must be at the Station from which they are about to start, at least half an hour before the appointed time for departure, and must see that the Baggage Master and Brakesmen are also on duty at the proper time.

129.—The Conductor shall see that he has on his train the following articles :—

Railways.

1 Axe,	2 Red, 2 Green, } Flags.
1 Saw,	and 2 White }
1 Hammer,	3 Red Lamps,
1 Oil Filler,	2 White Lamps,
1 Pair Scissors,	1 Green Lamp,
1 Case containing 12 } Torpedoes, }	1 Signal Lamp,
2 Brooms,	1 Conductor's Lamp,
Alarm Cords and } Couplings, }	2 Tail Lamps,
1 Tail Rope,	4 Brass Brushes,
2 Water Pails,	4 Axle Box Wedges,
1 Chain, 12ft. long, } with Hooks at } tached,— }	1 Pair Trimmers,
1 lb. Sulphur,	1 Oil Pail and Pack- } ing Iron, }
6 Links and 6 Pins,	1 Water Crock,
2 Dippers,	1 Water Can,
1 Pinch Bar,	3 Oil Cans,
2 Shovels,	1 Scrub Brush,
1 Chamois Skin,	3 Ice Picks,
1 Whisk,	1 Mop,
	1 Monkey Wrench,
	1 Duster.

130.—Until the train has started, the Conductor shall be under the direction of the Station Master. Before leaving the station, he shall see that the cars are properly coupled; that there are proper brakes and a sufficient number of Brakesmen on the train; that the signal lamps are properly trimmed and attached to the car, and, if required, lighted; that he has a proper supply of stores on board; that the alarm cord is properly secured and extended from the engine to the rear of the train; that the cars are in a proper state of cleanliness; and, if it be winter, that the stoves have been properly attended to, and the cars ventilated, and properly warmed. If the cars are found to be in a dirty condition, he must report the fact to the Division Superintendent, and also to the General Superintendent.

131.—In forming a train, baggage, freight, or lumber cars, shall not be placed in rear of the passenger cars.

132.—The rear car of every train must be a brake-car, and a man must, when the train is in motion, always be stationed on that car.

133.—Conductors shall strictly obey all signals and special orders which they may receive from the officers in charge at stations.

134.—They must not give the signal to start while passengers are getting on board, and should, when making it, stand near the front end of the first passenger car. They should afterwards pass to the platform of the last car, and look out for any signals that may be given them.

Railways.

135.—After a train has started, it shall be under the Conductor's entire charge and control. He is responsible for the safety of the train and all on board of it. He must see that the Rules and Regulations of the Railway, as well as any special Regulations that may be issued, are strictly observed by both passengers and employés, and shall report any violations of them, and must himself take care to observe all such Rules and Regulations.

136.—Always, when backing a train, there must be a man specially stationed upon the rear part of it, to give due warning, and prevent accident.

137.—It shall be the Conductor's duty to check the Engine-driver, should the train be running at an unsafe speed, and to direct that the regular rate of speed prescribed in the Time-Table, or a slower rate if the track be in bad order, be observed, as the case may require. Negligence, or recklessness on the part of the Engine-driver, will be taken as proof of the inefficiency of the Conductor, unless such conduct has been duly and distinctly reported on every occasion of its taking place. He shall at the same time treat the Engine-driver with that consideration which is due to his very responsible duties, and will always advise with him in cases of difficulty.

138.—In very extreme cases only can a train, which has once left a station, be allowed to return; and this proceeding must be accompanied with the greatest possible degree of caution. Before anything else is done, two men with red flags, or lights, must be sent fully half a mile in advance of the rear end of the train, to give warning to any train, or trains, that may be approaching from that direction, in order to guard against the possibility of collision. The train must not move until these two men have proceeded at least half a mile. Every other available measure must also be taken to notify Trackmen, and to stop any approaching engine. The officers of a train so situated are to assume in every case that a train is approaching, and act accordingly. Conductors, or other officers in charge of any trains that may receive such warning, are responsible for protecting their own train in the same manner.

139.—When a train breaks down, or is stopped, or seriously delayed, on the road, similar precautions must be taken, should the case require it, to guard against being run into by any other train. Proper use must be made of red flags, or lanterns, and torpedoes. When assistance is required, or when the circumstances require it, messengers must be sent to the Station Master on either side, and the Conductor must communicate direct, or through those officers, with the Division Superintendent.

140.—He shall see that the Brakesmen, and other train employés, are kept at their posts, so as to be ready for any emergency, that they are cleanly and attentive to their duties, and that signals are ready for instant use.

Railways.

141.—The Conductor shall, from time to time, during the journey, examine the wheels, brakes, springs, trucks and journals of the cars, and must see that they are kept in proper order.

142.—The tail signal must also be examined at every station, and in the event of a train being brought to a stand on the main Track, the Conductor must take care that no person obstructs the rear view of it.

143.—Whenever telegraphic despatches are sent, directing the movements of trains, they must be repeated back by the receiving office to the sending office, and acknowledged by the persons to whom they may be addressed. Such acknowledgment shall always show how the message is understood by the parties receiving it, and such persons shall not start the train until they have found their construction of the message to be the true one. *If doubt should arise, they must take the safe course.*

144.—When written or telegraphic instructions are sent to any officer or employé, wherein it is intimated that another will perform any office or duty therein particularly specified, such employé spoken of will act upon the instructions given, when shown him, as if the letter or telegram had been personally addressed to him. Letters and telegrams must always be shewn to, and read by, the person or persons whom they may concern.

145.—Verbal messages, which in any way affect the movement of engines or trains, must not, under any circumstances, be received through a third party, whatever confidence may be placed in the veracity of such person. All instructions, not communicated personally or by telegraph to the individual for whom they are intended, *must be in writing.* The responsibility of accident, resulting from a misunderstanding of this sort, will rest upon the person acting without the proper authority.

146.—The Conductor must not allow persons to ride on the platforms or outside of the cars, or in the baggage car, and must use all possible means to prevent passengers exposing themselves to danger.

147.—In the event of any passenger being drunk or disorderly, to the annoyance of others, he must use all gentle means to stop the nuisance; failing which, he must exercise his authority, and restrain, or keep him in a separate place, until he arrive at the next station, or at a station near to a police office or lock-up, where the passenger must be left, and may be, if considered expedient, delivered to the police and charged with the offence in the usual way.

148.—Whenever a fare is collected in the cars, the Conductor must at once issue a ticket to the passenger, and enter the amount in his book. No excuse will be admitted for any departure from this rule.

Railways.

149.—Conductors must promptly deliver all letters, way-bills, and despatches entrusted to their care.

150.—They must not allow the sale of books, papers, refreshments, &c., in the cars, without permission from the General Superintendent.

151.—Freight trains must always keep out of the way of Passenger trains. If from unavoidable circumstances the Conductors of such trains find themselves running within ten minutes of the running time of a Passenger train following them, they must use all proper means to inform such Passenger train of their position, and prevent its running into them. If practicable, Conductors of such Freight trains must direct Trackmen to put out signals, and notify the Passenger train Conductor that a Freight train is immediately ahead.

152.—Conductors of Freight trains must not take loaded cars without way-bills, nor way-bills without the proper cars.

153.—Cars must not be taken beyond stations to which their contents may be destined, unless needed, as they may have to be brought back empty.

154.—Conductors will be held personally responsible for the proper care of all goods or property entrusted to them, and will be careful to see that the same are delivered to the Station Masters, according to the way bills.

155.—A Conductor shall not permit live stock to be carried in closed cars. When there are horses on a train, unless the owner has sent a person in charge of them, he will see that they are carefully watered, and moderately fed on the road; and the expense thus incurred shall be paid him at the end of his journey by the Station Master, who shall be reimbursed by the consignor, or consignee, or owner, as the case may require.

156.—It is his duty to make himself acquainted, as far as practicable, with the condition of the goods conveyed on his train; and when they are stowed so as to be liable to damage, to stow them differently, or, if that be not possible, to leave them, if necessary, at a station, to be sent on, more securely stowed, by another opportunity. He shall see that no pilfering of the contents of the car takes place, and that the doors of loaded cars are locked, and empty ones closed.

157.—If from any cause it becomes necessary to leave freight where it does not belong, he shall note the fact on the way-bill, and give notice in writing to the Division Superintendent. He shall take all proper means to have the same forwarded to its destination without delay.

158.—Irregular Trains must be on a siding at least fifteen minutes before Regular Trains are due, and wait till they have passed, unless otherwise ordered.

Railways.

159.—Conductors will duly call the attention of the Repairer of Cars—or, in his absence, that of the Station Master—to any repairs required, or damage that may have been sustained, by the cars, and in the latter case report the particulars to the General Superintendent as well as to the Division Superintendent.

160.—They must be careful also to report to the nearest Station Master and to the Division Superintendent, any defect they may observe on the Line.

161.—Conductors must keep a diary of their proceedings, which must be ready for inspection at all times, and they shall make daily returns upon the proper form to be supplied them.

162.—Where a Conductor may have had charge of a train for only part of a trip, he must insert in his return—upon the proper form, and over his own signature—the particulars of the same, which, with any money he may have collected, he will hand over to the officer relieving him, who will complete and forward the return, also signing it.

163.—The Conductor shall enter in his diary all delays, casualties, or unusual occurrences, and report the facts to the Superintendent of the Division, as well as the General Superintendent. He will also make a note of them in his return.

TRAIN BAGGAGE MASTERS.

164.—Train Baggage Masters shall wear their proper badge of office, and must report any baggage they receive not properly marked and checked; they must be particular to see that the number of the station, for which the baggage is intended, is distinctly marked.

165.—All checks and duplicates, in charge of Train Baggage Masters, must be compared by them before being used.

166.—Checks must not be carried loose in the baggage car, but shall be kept in a box supplied for that purpose.

167.—Baggage for Flag stations shall be numbered, but not checked.

168.—Train Baggage Masters shall keep a proper account, in books provided for the purpose, of all baggage checked or unchecked, showing stations at which the baggage is received and delivered.

169.—They shall not allow persons, except those working the train, to ride in the baggage car, unless by direction of the Conductor.

170.—They shall not leave the station, at the end of the journey, until the baggage has been claimed or properly disposed of.

171.—They shall obey such other instructions in regard to baggage, and perform such other duty, as may be required of them.

Railways.

BRAKESMEN.

172.—Brakesmen must wear their proper badge of office, and while the train in his motion, must be near their brakes, which, when necessary, they will skillfully apply.

173.—Passenger-car brakes must always be eased off, and not permitted suddenly to escape, so that no disagreeable jarring may be felt by the passengers.

174.—The alarm cord must not on any account be removed, at the end of the journey, until the train has been brought to a stand.

175.—Brakesmen shall perform such other duties as may be required of them.

176.—Conductors and Train Baggage Masters shall act as Brakesmen when not engaged with their other duties.

ENGINE DRIVERS.

177.—Table showing the speed of an Engine, at a given rate per hour.

Speed per Hour.	Time of performing $\frac{1}{4}$ mile.	Time of performing $\frac{1}{2}$ mile.	Time of performing 1 mile.	Speed per Hour.	Time of performing $\frac{1}{4}$ mile.	Time of performing $\frac{1}{2}$ mile.	Time of performing 1 mile.
mls.	m. s.	m. s.	m. s.	mls.	m. s.	m. s.	m. s.
5	3 0	6 0	12 0	33	0 27	0 54	1 49
6	2 30	5 0	10 0	34	0 26	0 53	1 46
7	2 8	4 17	8 34	35	0 25	0 51	1 43
8	1 52	3 45	7 30	36	0 25	0 50	1 40
9	1 40	3 20	6 40	37	0 24	0 48	1 37
10	1 30	3 0	6 0	38	0 23	0 47	1 34
11	1 21	2 43	5 27	39	0 23	0 46	1 32
12	1 15	2 30	5 0	40	0 22	0 45	1 30
13	1 9	2 18	4 37	41	0 21	0 43	1 27
14	1 4	2 8	4 17	42	0 21	0 42	1 25
15	1 0	2 0	4 0	43	0 20	0 41	1 23
16	0 56	1 52	3 45	44	0 20	0 40	1 21
17	0 52	1 46	3 31	45	0 20	0 40	1 20
18	0 50	1 40	3 20	46	0 19	0 39	1 18
19	0 47	1 34	3 9	47	0 19	0 38	1 16
20	0 45	1 30	3 0	48	0 18	0 37	1 15
21	0 42	1 25	2 51	49	0 18	0 36	1 13
22	0 40	1 21	2 43	50	0 18	0 36	1 12
23	0 39	1 18	2 36	51	0 17	0 35	1 10
24	0 37	1 15	2 30	52	0 17	0 34	1 9
25	0 36	1 12	2 24	53	0 17	0 34	1 7
26	0 34	1 9	2 18	54	0 16	0 33	1 6
27	0 33	1 6	2 13	55	0 16	0 32	1 5
28	0 32	1 4	2 8	56	0 16	0 32	1 4
29	0 31	1 2	2 4	57	0 15	0 31	1 3
30	0 30	1 0	2 0	58	0 15	0 31	1 2
31	0 29	0 58	1 56	59	0 15	0 30	1 1
32	0 28	0 56	1 52	60	0 15	0 30	1 0

Railways.

178.—The Engine Driver, when at a station, shall be subject to the orders of the Station-Master.

179.—He shall be guided by instruction from the Conductor as to when to start or stop the train.

180.—He must not proceed after sunset, unless the proper lights are exhibited on his engine.

181.—No special train or engine shall leave any station without the authority of the Superintendent.

182.—Every Engine Driver and Fireman must provide himself with a good watch.

183.—They must pay immediate attention to all signals, whether the cause for giving them be known, or not.

184.—He must be in attendance at the station at least half an hour, and the Fireman at least forty-five minutes, before the appointed time for starting the train, and must see that the engine is coupled, at least, ten minutes before the time for starting—that it is in proper working order, sufficiently supplied with fuel, and water, and properly oiled—that the alarm cord is attached to the gong or whistle, and that the lamps, and signals, are in a fit state for use. Before taking charge of the engine, the Engine Driver and the Fireman must sign their names in the appearance book, kept by the Locomotive Foreman.

185.—Every Engine Driver shall have with him, at all times, the following tools :—

- 2 Jack Screws.
- 1 Set Hand Wrenches.
- 3 Oil Cans (a full set.)
- 1 Large Monkey Wrench.
- 1 Small Monkey Wrench.
- 3 Cold Chisels.
- 1 Hand Hammer.
- 1 Copper Hammer.
- 1 Pinch Bar.
- 2 Fire Buckets.
- 2 Sets Signals (Flags.)
- 1 Engineers' Lamp.
- 1 Red Tail Lamp.
- 1 Signal Lamp.
- 1 Green Lamp.
- 1 Head Light.
- 1 Hand Saw.
- 1 Tallow Kettle.

Railways.

- 6 Iron Plugs, for Tubes.
- 2 Large Boxes, or Chests.
- 2 Small Chests.
- 5 Chains, with Rings and Hooks attached.
- 1 Narrow. Axe.
- 1 Switch Rope (30 feet.)
- 1 Plug Iron.
- 1 Picker, for fire.
- 1 Case, containing 12 Torpedoes.
- A quantity of Flax and Twine.

for which he shall be held responsible, and any party found guilty of destroying them shall be fined or dismissed.

186.—The Engine Driver shall not allow any persons, except the Superintendents and Trackmasters, to ride on his engine or tender, without due authority.

187.—He must not start his train until the bell be rung, and he receive the signal from the Conductor, which he must answer, by *two short, sharp* whistles; he must, invariably, start carefully, without jerking, and see that he has the whole of his train; he must run the train as nearly to time as possible, arriving at the Stations neither too late, nor too soon. He must not shut off steam suddenly, so as to cause concussion of the cars, unless in case of danger.

188.—If a train becomes separated when in motion, care must be taken not to stop the portion in front before the after part has stopped, and the men on such detached part must apply their breaks in time to prevent collision with the cars in front.

189.—No engine shall run tender or train foremost, unless from unavoidable necessity, or by order of the Superintendent.

190.—The Driver shall stand by the hand-gear, and keep a good look out. The Fireman also must be on the look out when not engaged in other duties.

191.—Before passing switches, he must be careful to see that the targets are correctly set.

192.—An Engine Driver on duty must not leave his engine except in cases of great necessity, on which occasions he must place it in charge of the Fireman. On no account shall both leave it until it is given in charge to the party authorized to receive it.

193.—Engine Drivers are required to run slowly and carefully over rough or bad track, and round curves, or through cuttings. The Track-masters are authorized, when it is found necessary, to prescribe rates of speed, faster than which an engine must not be driven over the parts of the road indicated, and they are instructed to report violations of their instructions in this respect.

Railways.

194.—In running behind another train, the Driver must so run as to allow the leading train to be not less than two miles in advance, and, on approaching a station, and entering, or running round curves, he must exercise great caution so as to avoid the possibility of running into the train ahead. No excuse as to being deceived about the distance will be received for neglect of this rule. The responsibility of a collision will rest upon the Conductor and Engine Driver of the rear train.

195.—When approaching stations, crossings, bridges, and viaducts, and when passing wood piles, all trains are required to run at reduced speed and with extreme caution, the dampers of the engines being closed.

196.—When trains have to pass each other, the train having the right to the road shall occupy the main track.

197.—Engine Drivers are to take care that the whistle be sounded 800 yards before reaching every level crossing of a public road, and that the bell be rung, 600 yards, before reaching such crossing, and until the crossing be passed. The bell, and whistle, are also to be sounded, when approaching a Cutting, Station, or Junction. During foggy weather also, the bell must be sounded at proper intervals.

198.—They must never allow themselves to be governed by any information they may receive as to where the train ahead will stop for fuel or other cause, but must always be prepared to stop short of the Station. They should invariably run on the supposition that a train may be found out of place at a station.

199.—In bringing up his train, the Driver must pay particular attention to the state of the weather, and the condition of the rails, as well as to the length of the train, and these circumstances must have due weight in determining him when to shut off the steam. Stations must not be entered so rapidly as to require a violent application of the brakes, or to render necessary the sounding of the signal whistle. He must report every instance, of overshooting a station, to the Superintendent.

200.—Unless he himself is in the cab of the engine at the time, and directing its movements, he must not allow the Fireman to shunt cars, or move the engine: and while shunting, the engine must not be uncoupled from the cars, until they are at a stand, neither must they be shunted, at so great a speed, as to endanger the lives of men employed in coupling, or in any way injure the property of the Railway.

201.—An engine or train shall not pass from a Branch on to the Main line until the proper signals are given.

202.—No Engine Driver, when acting without a Conductor, shall, without the express permission of the Station Master, move his engine, on any pretence, from any siding, on to the main line.

Railways.

203.—When there is an unavoidable necessity, from an accident, or other special cause, for an engine to stop on the main line, the Engine Driver must send a man, each way, with signals, to the distance of 800 yards (or sixteen telegraph poles,) or more, if at or near a steep grade, or curve, in order to protect the train or engine.

204.—Engine Drivers shall not, except in case of accident or sudden illness, change engines on the journey, without permission.

205.—They must not allow wood or waste to be thrown from the engine, or tender, while in motion.

206.—Engine Drivers must guard against killing stock. Should any animal be injured by the engine, the Engine Driver must report the same, in writing, to the Superintendent, stating the facts of the case. Any Engine Driver, who neglects to make such a report, immediately, will be held responsible for all damages.

207.—Should a fire occur on a train, it must be stopped, and the proper measures at once be taken for protecting the train. The burning car, or cars, must be detached with as little delay as possible. No attempt must be made to run to a tank if it be more than three hundred yards distant, as such a proceeding is likely to cause the fire to spread.

208.—In case of doubt or difficulty, Engine Drivers and Conductors must consult and advise with each other, as they will be held equally responsible for any violation of the rules, through forgetfulness, negligence, misapprehension, or any other cause. In all cases of doubt, the safe side must be taken, *safety being the first consideration.*

209.—Should a Conductor be disabled, the Engine Driver will have full charge of, and be held responsible for the safety of, the train until another officer takes charge. In such case, he shall observe the rules laid down for the guidance of Conductors.

210.—Engine Drivers, when on the line, will obey the direct orders of the Division Superintendent, whether the same shall be communicated verbally, by telegraph, or in writing; and in all cases where a message directing the train or engine to proceed cautiously, or at a given rate of speed, over any part of the Railway, or any bridge or viaduct, is given to the Conductor of any train, he shall at once hand the same to the Engine Driver, and call his attention to the contents thereof; and the Engine Driver shall retain it in his possession. If any Engine Driver shall, after the receipt of such message, incautiously or at a greater rate of speed than that named, drive his engine over the portion of the Railway, bridge, or viaduct named, he shall at once be dismissed the service; and any Conductor failing to obey the requirements of this order will receive like punishment.

Railways.

211.—Every Engine-Driver must carefully examine his engine after each journey, and he must immediately report to the Locomotive Foreman, and enter in the book that is kept for the purpose, any defect or deficiency in his engine. He must also report to the Superintendent and to the Station Master at the nearest station, any accident, neglect, or irregularity that may have occurred on the journey.

212.—Engine-drivers must keep diaries, and make returns to the Locomotive Department, as may be required.

FIREMEN.

213.—Firemen are subject to the orders of the Engine-drivers, while on their engines.

214.—They will keep the engines cleaned and properly oiled, and assist the Engine driver, as may be required.

MAINTENANCE OF WAY AND STRUCTURES.

215.—The Trackmaster, under the direction of the Engineer, who shall be responsible to the General Superintendent—shall have the charge and supervision of all Repair men in his Division, and be held responsible for the faithful performance by them of their duty.

216.—When materials are wanted for repairs, he will report to the Engineer, who will report to the General Superintendent, by whose order only purchases can be made.

217.—Before any Foreman or Labourer is engaged by the Trackmaster, he must be made to understand that the wilful transgression of any of these rules—insubordination, drunkenness, being found off his work during working hours, or the commission or omission of any act whereby the passage of trains or engines is endangered—will be punished by dismissal.

218.—In every gang of track labourers there must be a Foreman ; and the Trackmaster will be held responsible that every Foreman is provided with a copy of the Regulations, a copy of the current Time-Table, and the proper signal flags and lamps, and twelve torpedoes or fog signals ; also, that each Foreman is furnished with an accurate gauge, for gauging the line of track, and with all other necessary materials and implements.

Railways.

219.—Each Foreman shall constantly carry with him a copy of these Rules and Regulations while on duty, and must read and explain them to every man engaged under him, and must produce them, when required to do so by any of the principal officers of the Railway. He shall be responsible for the men under his charge, and for the proper execution of the work assigned to them, and shall have a list of the names and place of abode of all men employed under him, so that in case of accident or other emergency he may be enabled to summon them immediately.

220.—Each Foreman, or other employé selected by the Trackmaster, must walk over his section every morning, and oftener, should it be necessary for him to do so, as in the case of violent storms. He must see that all joints are properly spiked and bolted and the joint ties well packed up, and all other things appertaining to the road secured.

221.—Track repairers must be particular in watching each Train, as it passes, to see whether any notices are dropped off the Train, or flags, or lamps, are exhibited upon the Engine, and rear of the Train, giving notice of an extra Train.

222.—The *Green* signal indicates caution, and is to be used, when it is necessary, to slacken the speed of an approaching Train; the *Red* signal indicates danger, and is to be used, when necessary, to stop the Train, and such signals must be sent back, 800 yards, from the place they are meant to protect, and must be waved across the track.

223.—Whenever it is necessary to displace any part of the track, or in case of any slip, or failure, of any portion of the works, or in the event of any car being required for temporary use, on the Line, or, if from any other cause, the track is not safe, the *Red* signal must be conspicuously exhibited, at a distance of not less than eight hundred yards, each way, even if no train or engine is expected. No hand car, or lorry, must be used on the track, or work done, to impede the transit of trains, during a fog, or snow storm, or within fifteen minutes of the time of a train being due.

224.—When any part of the track is out of repair, so as to make it necessary for a train to proceed cautiously, a signal must be sent, 800 yards distant, in the direction whence a train is expected, and kept there until it passes, or until the track is made safe.

225.—The track must not, in any case, be displaced for the purpose of putting in cattle guards, cross drains, or culverts, unless by express order of the Trackmaster. The track must not be rendered unsafe, by any operation, during the day, or night, or upon Sunday, until notice shall have been given, by the Trackmaster, to the Superintendent, and permission obtained to use the track.

Railways.

226.—No rails must be taken up, nor must the track be otherwise disturbed, in such a manner as to render it unsafe, within twenty minutes of the time of a train being due, nor until it has passed. All such work must be done between the regular running hours.

227.—In raising the track and packing the ballast, no lift must be greater than two inches in twenty-four feet, and both rails must be raised equally and at the same time ; and in all cases, when practicable, the lift must be made in the direction in which the first train due approaches.

228.—The Trackmaster must see that safety blocks are put down on all sidings diverging from the main track, at a proper distance therefrom.

229.—The Foreman of each Section, under the direction of the Trackmaster, is held responsible for the safe keeping of all sleepers, rails, chairs, plates, bolts, tools, and implements of every kind pertaining to the track not in special charge of the Storekeeper, and must immediately report to the General Superintendent any losses or destruction of such property.

230.—The Foreman must report, in writing, to the Trackmaster, every case in which any of the signals are disregarded by an Engine-driver.

231.—All persons walking along the line, who are not in the Railway service, must be warned off ; and in case of non-compliance, their names ascertained and reported to the Trackmaster, or they must be placed under arrest, as the exigencies of the case seem to require.

232.—Animals found straying within the railway fence must be immediately driven off. Section men will close all gates found open. Owners and occupiers of property adjacent to the Railway must keep properly shut all gates at private crossings ; in case of accident, through negligence on their part, or on the part of their servants, in leaving them open, they will be held liable for the consequences.

233.—When the lorries or hand cars are not in use, they must be lifted off the track, and the wheels secured by a chain and lock. Track lorries must only be used to convey materials on the line : they must never be attached to a train.

234.—All articles found on the track must be promptly sent to the Station Master of the nearest Station.

Railways.

INTERCOLONIAL RAILWAY.—PASSENGER TARIFF.

GOVERNMENT HOUSE, OTTAWA,

Tuesday, 21st day of October, 1873.

PRESENT :

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

ON the recommendation of the Honorable the Minister of Public Works, and under the provisions of the 58th Section of the Act 31st Victoria, Chapter 12, intituled : “ An Act respecting the Public Works of Canada,” His Excellency has been pleased to order, and it is hereby ordered, that the following Tariff for the conveyance of Passengers over the Intercolonial Railway be, and the same is hereby submitted for the Tariff adopted by the Order in Council of the 13th of August, 1873, which said last mentioned Order and Tariff are hereby cancelled.

W. A. HIMSWORTH,
Clerk, Privy Council,
Canada.

*Railways.*INTERCOLONIAL
PASSEN-

Miles.	CLASS.		Miles.	CLASS.		Miles.	CLASS.		Miles.	CLASS.	
	First.	Second.		First.	Second.		First.	Second.		First.	Second.
1	3	2	51	1 53	1 02	101	3 00	2 00	151	4 04	2 69
2	6	4	52	1 56	1 04	102	3 00	2 00	152	4 06	2 71
3	9	6	53	1 59	1 06	103	3 00	2 00	153	4 07	2 72
4	12	8	54	1 62	1 08	104	3 00	2 00	154	4 09	2 73
5	15	10	55	1 65	1 10	105	3 00	2 00	155	4 11	2 74
6	18	12	56	1 68	1 12	106	3 00	2 00	156	4 12	2 75
7	21	14	57	1 71	1 14	107	3 00	2 00	157	4 14	2 76
8	24	16	58	1 74	1 16	108	3 00	2 00	158	4 15	2 77
9	27	18	59	1 77	1 18	109	3 03	2 02	159	4 17	2 78
10	30	20	60	1 80	1 20	110	3 06	2 04	160	4 18	2 79
11	33	22	61	1 83	1 22	111	3 09	2 06	161	4 20	2 80
12	36	24	62	1 86	1 24	112	3 12	2 08	162	4 21	2 81
13	39	26	63	1 89	1 26	113	3 15	2 10	163	4 22	2 82
14	42	28	64	1 92	1 28	114	3 18	2 12	164	4 23	2 82
15	45	30	65	1 95	1 30	115	3 21	2 14	165	4 24	2 83
16	48	32	66	1 98	1 32	116	3 24	2 16	166	4 25	2 84
17	51	34	67	2 01	1 34	117	3 27	2 18	167	4 27	2 85
18	54	36	68	2 04	1 36	118	3 30	2 20	168	4 28	2 86
19	57	38	69	2 07	1 38	119	3 33	2 22	169	4 30	2 87
20	60	40	70	2 10	1 40	120	3 36	2 24	170	4 32	2 88
21	63	42	71	2 13	1 42	121	3 39	2 26	171	4 34	2 90
22	66	44	72	2 16	1 44	122	3 42	2 28	172	4 36	2 91
23	69	46	73	2 19	1 46	123	3 45	2 30	173	4 37	2 92
24	72	48	74	2 22	1 48	124	3 48	2 32	174	4 38	2 92
25	75	50	75	2 25	1 50	125	3 51	2 34	175	4 39	2 93
26	78	52	76	2 28	1 52	126	3 54	2 36	176	4 40	2 94
27	81	54	77	2 31	1 54	127	3 56	2 38	177	4 41	2 94
28	84	56	78	2 34	1 56	128	3 58	2 39	178	4 43	2 95
29	87	58	79	2 37	1 58	129	3 60	2 40	179	4 44	2 96
30	90	60	80	2 40	1 60	130	3 62	2 42	180	4 45	2 97
31	93	62	81	2 43	1 62	131	3 64	2 43	181	4 46	2 98
32	96	64	82	2 46	1 64	132	3 66	2 44	182	4 47	2 98
33	99	66	83	2 49	1 66	133	3 68	2 45	183	4 49	3 00
34	1 02	68	84	2 52	1 68	134	3 70	2 47	184	4 51	3 01
35	1 05	70	85	2 55	1 70	135	3 72	2 48	185	4 52	3 02
36	1 08	72	86	2 58	1 72	136	3 74	2 50	186	4 53	3 02
37	1 11	74	87	2 61	1 74	137	3 76	2 51	187	4 54	3 03
38	1 14	76	88	2 64	1 76	138	3 78	2 52	188	4 55	3 03
39	1 17	78	89	2 67	1 78	139	3 80	2 53	189	4 56	3 04
40	1 20	80	90	2 70	1 80	140	3 82	2 55	190	4 58	3 05
41	1 23	82	91	2 73	1 82	141	3 84	2 56	191	4 60	3 07
42	1 26	84	92	2 76	1 84	142	3 86	2 57	192	4 62	3 08
43	1 29	86	93	2 79	1 86	143	3 88	2 59	193	4 64	3 09
44	1 32	88	94	2 82	1 88	144	3 90	2 60	194	4 66	3 11
45	1 35	90	95	2 85	1 90	145	3 92	2 61	195	4 68	3 12
46	1 38	92	96	2 88	1 92	146	3 94	2 63	196	4 70	3 13
47	1 41	94	97	2 91	1 94	147	3 96	2 64	197	4 72	3 15
48	1 44	96	98	2 94	1 96	148	3 98	2 66	198	4 74	3 16
49	1 47	98	99	2 97	1 98	149	4 00	2 67	199	4 76	3 18
50	1 50	1 00	100	3 00	2 00	150	4 02	2 68	200	4 78	3 19

*Railways***RAILWAY.
GER TARIFF.**

Miles.	CLASS.		Miles.	CLASS.		Miles.	CLASS.		Miles.	CLASS.	
	First.	Second.		First.	Second.		First.	Second.		First.	Second.
201	4 80	3 20	251	5 63	3 75	301	6 45	4 30	351	7 30	4 87
202	4 82	3 21	252	5 64	3 76	302	6 47	4 31	352	7 31	4 87
203	4 84	3 23	253	5 65	3 77	303	6 48	4 32	353	7 32	4 88
204	4 86	3 24	254	5 66	3 78	304	6 49	4 33	354	7 34	4 89
205	4 88	3 25	255	5 68	3 79	305	6 50	4 33	355	7 36	4 91
206	4 90	3 27	256	5 70	3 80	306	6 51	4 34	356	7 38	4 92
207	4 91	3 27	257	5 72	3 81	307	6 52	4 35	357	7 40	4 93
208	4 92	3 28	258	5 74	3 82	308	6 54	4 35	358	7 42	4 95
209	4 93	3 29	259	5 76	3 84	309	6 56	4 37	359	7 44	4 96
210	4 94	3 30	260	5 78	3 85	310	6 58	4 39	360	7 46	4 97
211	4 96	3 31	261	5 80	3 87	311	6 60	4 40	361	7 48	4 99
212	4 98	3 32	262	5 81	3 87	312	6 62	4 41	362	7 50	5 00
213	5 00	3 33	263	5 82	3 88	313	6 64	4 43	363	7 52	5 01
214	5 02	3 35	264	5 83	3 89	314	6 66	4 44	364	7 54	5 03
215	5 04	3 36	265	5 84	3 90	315	6 68	4 45	365	7 55	5 04
216	5 06	3 37	266	5 86	3 91	316	6 70	4 47	366	7 56	5 04
217	5 08	3 39	267	5 88	3 92	317	6 72	4 48	367	7 59	5 06
218	5 10	3 40	268	5 90	3 93	318	6 73	4 49	368	7 60	5 07
219	5 11	3 41	269	5 92	3 95	319	6 74	4 49	369	7 61	5 08
220	5 12	3 41	270	5 94	3 96	320	6 75	4 50	370	7 63	5 09
221	5 13	3 42	271	5 95	3 97	321	6 77	4 51	371	7 65	5 10
222	5 15	3 43	272	5 96	3 97	322	6 78	4 52	372	7 67	5 11
223	5 17	3 45	273	5 97	3 98	323	6 79	4 53	373	7 68	5 12
224	5 19	3 46	274	5 98	3 99	324	6 81	4 54	374	7 69	5 13
225	5 21	3 47	275	5 99	4 00	325	6 83	4 55	375	7 70	5 13
226	5 23	3 49	276	6 00	4 00	326	6 84	4 56	376	7 71	5 14
227	5 25	3 50	277	6 02	4 01	327	6 86	4 57	377	7 72	5 15
228	5 27	3 52	278	6 04	4 02	328	6 88	4 59	378	7 73	5 15
229	5 28	3 52	279	6 06	4 04	329	6 90	4 60	379	7 74	5 16
230	5 29	3 53	280	6 08	4 05	330	6 92	4 61	380	7 75	5 17
231	5 30	3 53	281	6 10	4 07	331	6 94	4 63	381	7 76	5 18
232	5 31	3 54	282	6 12	4 08	332	6 96	4 64	382	7 78	5 19
233	5 33	3 55	283	6 14	4 09	333	6 98	4 65	383	7 79	5 20
234	5 35	3 57	284	6 16	4 11	334	7 00	4 66	384	7 80	5 20
235	5 37	3 58	285	6 18	4 12	335	7 01	4 67	385	7 82	5 21
236	5 39	3 60	286	6 20	4 13	336	7 02	4 68	386	7 83	5 22
237	5 41	3 61	287	6 22	4 15	337	7 03	4 69	387	7 85	5 23
238	5 43	3 62	288	6 23	4 15	338	7 04	4 70	388	7 87	5 24
239	5 45	3 63	289	6 24	4 16	339	7 06	4 71	389	7 89	5 26
240	5 46	3 64	290	6 25	4 17	340	7 08	4 72	390	7 90	5 27
241	5 47	3 65	291	6 26	4 17	341	7 10	4 73	391	7 91	5 27
242	5 48	3 65	292	6 27	4 18	342	7 12	4 75	392	7 92	5 28
243	5 49	3 66	293	6 29	4 19	343	7 14	4 76	393	7 93	5 29
244	5 51	3 67	294	6 31	4 20	344	7 16	4 77	394	7 94	5 30
245	5 53	3 69	295	6 33	4 22	345	7 18	4 79	395	7 95	5 30
246	5 55	3 70	296	6 35	4 23	346	7 20	4 80	396	7 96	5 31
247	5 57	3 72	297	6 37	4 25	347	7 22	4 81	397	7 97	5 32
248	5 59	3 73	298	6 39	4 26	348	7 24	4 83	398	7 98	5 32
249	5 61	3 74	299	6 41	4 27	349	7 26	4 84	399	7 99	5 33
250	5 62	3 75	300	6 43	4 29	350	7 28	3 85	400	8 00	5 34

Railways.

INTERCOLONIAL RAILWAY.—WINDSOR BRANCH.

GOVERNMENT HOUSE, OTTAWA.

Monday, 23rd day of February, 1874.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Honorable the Minister of Public Works, and under the provisions of the 58 Section of the Act 31 Victoria, chap. 12, intituled : “ An Act respecting Public Works of Canada.”

His Excellency has been pleased to Order and it is hereby Ordered that the following Tariff of rates for the carriage of passengers and freight over the Windsor Branch of the Intercolonial Railway, and the Rules and Regulations thereunto appended be and the same are hereby adopted.

W. A. HIMSWORTH,
Clerk Privy Council.

INTERCOLONIAL RAILWAY.

PASSENGER TARIFF

BETWEEN HALIFAX AND WINDSOR.

Miles.	CLASS.		Miles.	CLASS.		Miles.	CLASS.		Miles.	CLASS.		Miles.	CLASS.	
	1st.	2nd.		1st.	2nd.		1st.	2nd.		1st.	2nd.		1st.	2nd.
1	3	2	10	30	20	19	57	38	28	84	56	37	111	74
2	6	4	11	33	22	20	60	40	29	87	58	38	114	76
3	9	6	12	36	24	21	63	42	30	90	60	39	115	78
4	12	8	13	39	26	22	66	44	31	93	62	40	120	80
5	15	10	14	42	28	23	69	46	32	96	64	41	123	82
6	18	12	15	45	30	24	72	48	33	100	66	42	126	84
7	21	14	16	48	32	25	75	50	34	102	68	43	129	86
8	24	16	17	51	34	26	78	52	35	105	70	44	132	88
9	27	18	18	54	36	27	81	54	36	108	72	45	135	90

Railways.

RULES AND REGULATIONS.

1.—Passengers at Ticket Stations are required to purchase their Tickets before entering the cars, otherwise they must pay to the Conductor an additionnal charge of twelve cents.

2.—They should provide themselves with tickets at least five minutes before the advertised time for departure of the train.

3.—Children not exceeding four years of age, under the care of their parents or friends, will be taken free; those over that age, and under twelve, will pay half-fare.

4.—Family tickets will be sold at Tickets Stations, at a reduced rate from first class fares, upon the express condition that the purchaser shall not sell or transfer them, or allow them to be used, except by himself, or his wife and children residing with him. Season Tickets will also be issued, allowing persons whose names have been inserted on them to ride between the Stations to be indicated, on any regular passenger train. If any such Family or Season Ticket should be presented or used by any person or persons other than those mentioned, the Conductor shall take up the ticket and collect the fare—the ticket to be forfeited, and the owner to be refused any further supply.

5.—Express Proprietors, Dealers, Agents, and Messengers holding Season Tickets, shall not carry with them baggage or parcels for the purposes of their business, unless the freight for the same be prepaid at double 1st class freight rates. In case of violation of this rule the Ticket shall be forfeited.

6.—Excursion Return Tickets at a single first class fare, will be issued at Ticket offices, to parties of five or more, going and returning together by any passenger train, to and from any given station, within three days—it being distinctly understood that unless these conditions are complied with, the Tickets will be void and of no effect.

7.—Persons drunk, and unable to take care of themselves, shall not be furnished with tickets, or be allowed to enter the cars or Station premises, and if found on the cars or Station premises, may be removed.

8.—Passengers are required to produce and deliver up their Railway tickets to the Conductor, or other person in charge of the train, whenever requested to do so by such officer. Should they refuse to do this and to pay the proper fare, they may be removed from the train at or near a Station.

9.—Passengers are required to conduct themselves with propriety and to obey the reasonable requests of the Station Master, Conductor or other officer in charge, with a view to promote the general comfort and convenience, and to maintain order and decorum.

Railways.

10.—Passengers are not entitled to occupy more than one sitting in a passenger car for each ticket.

11.—Persons are not allowed to get into, or upon, or to quit a car, while the train is in motion.

12.—Passengers before they can have their baggage checked must show their tickets to the Station Baggage Master. To avoid mistakes, they must attend personally to the checking and marking of their baggage.

13.—Passengers can only have their baggage checked to the Stations to which they hold tickets.

14.—Passengers are allowed 100 lbs. of baggags; any quantity exceeding that weight must be charged double 1st class freight rate, which must be prepaid.

15.—Baggage shall not be understood to include money, merchandise, or any articles other than those for personal use.

16.—The Railway will not be responsible for any baggage, or article, not properly given in charge to an officer authorised to receive the same. The Railway shall not be accountable for the baggage of any Passenger beyond the value of fifty dollars.

17.—Passengers, on arrival at their destination, must produce their duplicate check before their baggage can be delivered to them.

Railways.

INTERCOLONIAL RAILWAY.—Continued.

—:0:—

FREIGHT TARIFF. RATES IN CENTS PER 100 LBS.

BETWEEN.	Miles.	CLASSES.											
Halifax.....	0	Halifax.											
		First.	Second.	Third.	Fourth.	per car.	Lumber.	First.	Second.	Third.	Fourth.	Lumber.	per car.
Bedford.....	8	7	6	5	4	3.00							
		Bedford.											
		First.	Second.	Third.	Fourth.	per car.	Lumber.	First.	Second.	Third.	Fourth.	Lumber.	per car.
Windsor Junction	13	8	7	6	5	3.00							
		Windsor Junction.											
		First.	Second.	Third.	Fourth.	per car.	Lumber.	First.	Second.	Third.	Fourth.	Lumber.	per car.
Beaver Bank.....	16	9	8	7	5	3.00							
		Beaver Bank.											
		First.	Second.	Third.	Fourth.	per car.	Lumber.	First.	Second.	Third.	Fourth.	Lumber.	per car.
Mount Uniacke.....	26	12	10	8	6	5.00							
		Mount Uniacke.											
		First.	Second.	Third.	Fourth.	per car.	Lumber.	First.	Second.	Third.	Fourth.	Lumber.	per car.
Ellershouse.....	36	15	12	10	8	7.50							
		Ellershouse.											
		First.	Second.	Third.	Fourth.	per car.	Lumber.	First.	Second.	Third.	Fourth.	Lumber.	per car.
Newport.....	39	16	13	11	9	7.50							
		Newport.											
		First.	Second.	Third.	Fourth.	per car.	Lumber.	First.	Second.	Third.	Fourth.	Lumber.	per car.
Windsor	45	18	15	12	9	8.50							
		Windsor.											
		First.	Second.	Third.	Fourth.	per car.	Lumber.	First.	Second.	Third.	Fourth.	Lumber.	per car.

Railways.

SPECIAL FREIGHT RATES.

ARTICLES.	FROM	TO	Miles.	FOR ACCOUNT OF	AUTHORIZED RATE.	
Sawn Lumber.	St. Croix Mills.....	Richmond.....	31	St. Croix Mil s.	\$ 6 75 per car ...	<i>Hay and Straw</i> —Third class rates.
" "	Stillwater Mills...	"	33	Stillwater " ..	\$ 6 00 " ...	<i>Horses</i> .—Estimated at 1000 lbs. and charged <i>three cents per mile</i> each; no less charge then 45 cents.
Coals	Acadia Mines.....	Windsor.....	120	Public.....	\$1 80 per ton...	<i>Cattle</i> .—Estimated at 900 lbs. and charged <i>Third class rates</i> .
Rough Plaster.....	Pellows Siding...	"	4	Pellow	17 " ...	<i>Sheep and Lambs</i> .—Estimated at 100 lbs. each and charged <i>Third class rates</i> .
" "	Newport.....	"	6	Public.....	17 " ...	
" "	Wilkins Siding...	"	2		12½ " ...	<i>Between Richmond (Halifax) and St. John.</i>
" "	Windsor or	} Richmond.	45	Wilkins	70 " ...	<i>Railway Proportion of Rates To or From Windsor.</i>
" "	Ballast Pitsiding..		"	Public.....	"	Passengers—1st class each...\$1 00
" "	Newport	"	39	Public.....	65 " ...	Freight. } 1st class Goods per 100 lbs. 13 } 2nd " " " 10 } 3rd and 4th class " 8 } Not to include Stock or Carriages.

Full Car-Loads of 18000 lbs. of any and all descriptions of goods except Gunpowder and other hazardous articles, to one address, will be carried at *Fourth* class rates.

Sugar and Molasses in car loads per 100 lbs. 6

The above rates are subject to the conditions and classification of General Freight Tariff dated 10th September 1869.

Treaties.

**GOVERNOR GENERAL ALONE AUTHORIZED TO DELIVER UP FUGITIVE
CRIMINALS, UNDER THE ASHBURTON TREATY.**

To all Her Majesty's Justices of the Peace, Mayors, Wardens, Reeves, Constables, Peace Officers, and all other Officers connected with the administration of Justice in this Province and to all whom it may concern :

NOTICE is hereby given, that under and by virtue of a treaty between Her Majesty and the United States of America, signed at Washington, on the Ninth day of August, in the year one thousand eight hundred and forty-two, (commonly called The Ashburton Treaty), and of certain statutes passed for giving effect unto the same, His Excellency the Governor General is alone authorized and empowered upon requisition made by the authority of the United States to deliver up to the justice of the United States any person charged with any of the crimes in the said Treaty mentioned, as having been committed within the jurisdiction of the United States, and who may have sought an asylum in this province; And that no Justice of the Peace, Mayor, Warden, Reeve, Constable, Peace Officer or any other person or persons whosoever have any right, power or authority except by virtue of the warrant under the hand and seal of His Excellency the Governor General to that effect, to deliver up any such accused party to the authorities of the United States; And that all and every person acting to the contrary hereof and in breach of the said Treaty and statutes thereupon passed, will be held liable for the offence.

WM. McDOUGALL,

Secretary.

Secretary's Office,
Quebec, 31st August, 1864.

At the Court at Windsor, the 19th day of June 1868.

PRESENT :

THE QUEEN'S MOST EXCELLENT MAJESTY.

The President, Lord Steward, Duke of Buckingham and Chandos, M. Disraeli.

WHEREAS by an Act passed in the 30th year of Her Majesty's Reign, intitled : " An Act for the Union of Canada, Nova Scotia and New-Brunswick, and " the government thereof and for purposes connected therewith. " It is amongst other things enacted that a Bill reserved for the signification of the Queen's Pleasure, shall not have any force unless and until within two years from the day on which it was presented to the Governor General for the Queen's assent, the Governor-General signifies, by Speech or Message to each of the Houses of the Parliament, or by Proclamation, that it has received the assent of the Queen in Council.

Treaties.

Council. And whereas on the 22d day of May 1868, the Governor General of Canada reserved a certain Bill passed by the Senate and House of Commons of the said Colony, intituled : “ An Act respecting the Treaty between Her Majesty “ and the United States of America, for the apprehension and surrender of certain “ offenders ” for the signification of Her Majesty’s pleasure thereon. And whereas the said Bill so reserved as aforesaid has been laid before Her Majesty in Council, and it is expedient that the said Bill should be assented to by Her Majesty :—Now, therefore, Her Majesty, in pursuance of the said Act, and in the exercise of the powers thereby reserved to Her Majesty as aforesaid, doth, by this present order, by and with the advice of Her Majesty’s Privy Council, declare Her assent to the said Bill.

And the Most Noble the Duke of Buckingham and Chandos, one of Her Majesty’s Principal Secretaries of State, is to give the necessary directions herein accordingly.

EDMUND HARRISON,

At the Court at Windsor, the 19th day of June 1868.

PRESENT :

THE QUEEN’S MOST EXCELLENT MAJESTY.

The Lord President, Lord Steward, Duke of Buckingham and Chandos, Mr. Disraeli.

WHEREAS, by an Act of Parliament, passed in the session of Parliament, held in the 6th and 7th years of Her Majesty’s Reign, intituled ! “ An Act for “ giving effect to a Treaty between Her Majesty and the United States of America “ for the apprehension of certain offenders,” it was, by the 5th section, enacted that if, by any Law or Ordinance made by the Local Legislature of any British Colony or Possession abroad, provision should be made for carrying into complete effect, within such Colony or Possession, the objects of the said recited Act, by the substitution of some other enactment in lieu thereof, then it should be competent to Her Majesty, with the advice of Her Privy Council (if to Her Majesty in Council it should seem meet, but not otherwise) to suspend the operation, within any such Colony or Possession, of the said recited Act, so long as said substituted enactment should continue in force there and no longer. And whereas by an Act passed by the Senate and House of Commons of Canada, in the 31st year of the Reign of Her present Majesty and assented to by Her Majesty by an Order in Council

Treaties.

Council of even date with (and made before) this order, intituled : “ An Act respecting the Treaty between Her Majesty and the United States of America, for the apprehension and surrender of certain offenders ” provision was made for carrying into complete effect, within the whole Dominion of Canada, the objects of the said Act of Parliament :—It is therefore ordered and declared by the Queen’s Most Excellent Majesty, by and with the advice of Her Privy Council, as follows :

1. The operation, within Canada, of the said Act of Parliament, shall be and continue suspended so long as the said Act passed by the Senate and House of Commons of Canada, and assented to by Her Majesty as aforesaid, shall be and continue in force there, and no longer.

2. Our Governor General of Canada shall cause this Order to be publicly notified and promulgated in Canada, so soon as conveniently may be after his receipt thereof, and the same shall take effect and come into operation upon and from the day of such public notification and promulgation thereof as aforesaid, so as not to invalidate any Act lawfully done in Canada before the date of such public notification and promulgation.

And the Most Noble the Duke of Buckingham and Chandos, one of Her Majesty’s Principal Secretaries of State, is to give the necessary directions, herein accordingly.

EDMUND HARRISON.

EXTRADITION.

ORDER IN COUNCIL, dated June 25, 1872, for carrying into effect a Treaty between Her Majesty and the Emperor of Germany for the Mutual Surrender of Criminals, signed at London, May 14, 1872.

At the Court at Windsor, the 25th day of June, 1872.

PRESENT :

THE QUEEN’S MOST EXCELLENT MAJESTY IN COUNCIL.

WHEREAS by an Act of Parliament made and passed in the Session of Parliament holden in the thirty-third and thirty fourth years of the reign of Her present Majesty, intituled “ An Act for Amending the Law relating to the Extradition of Criminals, ” it was amongst other things enacted, that where an arrangement has

Treaties.

has been made with any foreign State with respect to the surrender to such State of any fugitive criminals, Her Majesty may, by Order in Council, direct that the said Act shall apply in the case of such foreign State ; and that Her Majesty may, by the same or any subsequent Order, limit the operation of the Order, and restrict the same to fugitive criminals who are in or suspected of being in the part of Her Majesty's dominions specified in the Order, and render the operation thereof subject to such conditions, exceptions, and qualifications as may be deemed expedient :

And whereas a Treaty was concluded on the fourteenth day of May last between Her Majesty and the Emperor of Germany, for the Mutual Extradition of fugitive Criminals, which Treaty is in the terms following :—

HER Majesty the Queen of the United Kingdom of Great Britain and Ireland, and His Majesty the Emperor of Germany, having judged it expedient, with a view to the better Administration of justice and to the prevention of crime within the two countries and their jurisdictions, that persons charged with or convicted of the crimes hereinafter enumerated, and being fugitives from justice, should, under certain circumstances, be reciprocally delivered up ; their said Majesties have named as their Plenipotentiaries to conclude a Treaty for this purpose, that is to say :

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, the Right Honourable Granville George Earl Granville, Lord Leveson, a Peer of the United Kingdom, Knight of the Most Noble Order of the Garter, a Member of Her Majesty's Privy Council, Lord Warden of the Cinque Ports and Constable of Dover Castle, Chancellor of the University of London, Her Majesty's Principal Secretary of State for Foreign Affairs :

And His Majesty the Emperor of Germany, His Minister of State and Chamberlain, Albert Count of Bernstorff Stintenburg, Knight of the exalted Order of the Black Eagle, Grand Cross of the Order of the Red Eagle with oak leaves, Grand Commander of the Order of the Imperial and Royal House of Hohenzollern in diamonds, and Knight of the Order of the Crown with the Red Cross ; Grand Cross of the Order of Civil Merit of the Crown of Bavaria, and of the Order of the Ernestine branch of the House of Saxony, Knight of the Order of the Golden Lion of the House of Nassau, &c., &c., &c., Ambassador Extraordinary and Plenipotentiary of His Imperial and Royal Majesty to Her Britannic Majesty ;

Who, after having communicated to each other their respective full powers, found in good and due form, have agreed upon and concluded the following Articles :—

ARTICLE I.

The High Contracting Parties engage to deliver up to each other those persons who, being accused or convicted of a crime committed in the territory of the one Party, shall be found within the territory of the other Party, under the circumstances and conditions stated in the present Treaty.

Treaties.

ARTICLE II.

The crimes for which the extradition is to be granted are the following :—

- (1.) Murder, or attempt to murder.
- (2.) Manslaughter.
- (3.) Counterfeiting or altering money, uttering or bringing into circulation counterfeit or altered money.
- (4.) Forgery or counterfeiting, or altering or uttering what is forged or counterfeited or altered ; comprehending the crimes designated in the German Penal Code as counterfeiting or falsification of paper-money, bank notes, or other securities, forgery or falsification of other public or private documents, likewise the uttering or bringing into circulation, or wilfully using such counterfeited, forged, or falsified papers.
- (5.) Embezzlement or larceny.
- (6.) Obtaining money or goods by false pretences.
- (7.) Crimes by bankrupts against bankruptcy law ; comprehending the crimes designated in the German Penal Code as bankruptcy liable to prosecution.
- (8.) Fraud by a bailee, banker, agent, factor, trustee, or director, or member or public officer of any company, made criminal by any law for the time being in force.
- (9.) Rape.
- (10.) Abduction.
- (11.) Child stealing.
- (12.) Burglary or housebreaking.
- (13.) Arson.
- (14.) Robbery with violence.
- (15.) Threats by letter, or otherwise, with intent to extort.
- (16.) Sinking or destroying a vessel at sea, or attempting to do so.
- (17.) Assaults on board a ship on the high seas, with intent to destroy life, or to do grievous bodily harm.
- (18.) Revolt, or conspiracy to revolt, by two or more persons on board a ship on the high seas, against the authority of the master.

The extradition is also to take place for participation in any of the aforesaid crimes, provided such participation be punishable by the laws of both the Contracting Parties.

ARTICLE III.

No German shall be delivered up by any of the Governments of the Empire to the Government of the United Kingdom ; and no subject of the United Kingdom shall be delivered up by the Government thereof to any German Government.

Treaties.

ARTICLE IV.

The extradition shall not take place if the person claimed on the part of the Government of the United Kingdom, or the person claimed on the part of any of the Governments of the German Empire, has already been tried and discharged or punished, or is still under trial, in one of the States of the German Empire, or in the United Kingdom, respectively, for the crime for which his extradition is demanded.

If the person claimed on the part of the Government of the United Kingdom, or if the person claimed on the part of any of the Governments of the German Empire, should be under examination for any other crime in one of the States of the German Empire, or in the United Kingdom, respectively, his extradition shall be deferred until the conclusion of the trial, and the full execution of any punishment awarded to him.

ARTICLE V.

The extradition shall not take place if, subsequently to the commission of the crime, or the institution of the penal prosecution, or the conviction thereon, exemption from prosecution or punishment has been acquired by lapse of time, according to the laws of the State applied to.

ARTICLE VI.

A fugitive criminal shall not be surrendered if the offence in respect of which his surrender is demanded is one of a political character, or if he prove that the requisition for his surrender has in fact been made with a view to try or punish him for an offence of a political character.

ARTICLE VII.

A person surrendered can in no case be kept in prison, or be brought to trial in the State to which the surrender has been made, for any other crime or on account of any other matters than those for which the extradition shall have taken place.

This stipulation does not apply to crimes committed after the extradition.

ARTICLE VIII.

The requisition for extradition shall be made through the Diplomatic Agents of the High Contracting Parties, respectively.

The requisition for the extradition of an accused person must be accompanied by a warrant of arrest issued by the competent authority of the State requiring the extradition, and by such evidence as, according to the laws of the place where the accused is found, would justify his arrest if the crime had been committed there.

Treaties.

If the requisition relates to a person already convicted, it must be accompanied by the sentence of condemnation passed against the convicted person by the competent Court of the State that makes the requisition for extradition.

A requisition for extradition cannot be founded on sentences passed *in contumaciam*.

ARTICLE IX.

If the requisition for extradition be in accordance with the foregoing stipulations, the competent authorities of the State applied to shall proceed to the arrest of the fugitive.

The prisoner is then to be brought before a competent Magistrate, who is to examine him and to conduct the preliminary investigation of the case, just as if the apprehension had taken place for a crime committed in the same country.

ARTICLE X.

The extradition shall not take place before the expiration of fifteen days from the apprehension, and then only if the evidence be found sufficient, according to the laws of the State applied to, either to justify the committal of the prisoner for trial, in case that crime had been committed in the territory of the said State, or to prove that the prisoner is the identical person convicted by the Courts of the State which makes the requisition.

ARTICLE XI.

In the examinations which they have to make in accordance with the foregoing stipulations, the authorities of the State applied to shall admit as entirely valid evidence the sworn depositions or statements of witnesses taken in the other State, or copies thereof, and likewise the warrants and sentences issued therein, provided such documents are signed or certified by a Judge, Magistrate, or Officer of such State, and are authenticated by the oath of some witness, or by being sealed with the official seal of the Minister of Justice, or some other Minister of State.

ARTICLE XII.

If sufficient evidence for the extradition be not produced within two months from the date of the apprehension of the fugitive, he shall be set at liberty.

ARTICLE XIII.

All articles seized, which were in the possession of the person to be surrendered at the time of his apprehension, shall, if the competent authority of the State applied to for the extradition has ordered the delivery thereof, be given up when the extradition takes place; and the said delivery shall extend not merely to the stolen articles, but to everything that may serve as proof of the crime.

Treaties.

ARTICLE XIV.

The High Contracting Parties renounce any claim for the reimbursement of the expenses incurred by them in the arrest and maintenance of the person to be surrendered, and his conveyance till placed on board ship; they reciprocally agree to bear such expenses themselves.

ARTICLE XV.

The stipulations of the present Treaty shall be applicable to the Colonies and foreign possessions of Her Britannic Majesty.

The requisition for the surrender of a fugitive criminal who has taken refuge in any of such Colonies or foreign possessions shall be made to the Governor or Chief Authority of such Colony or possession by the Chief Consular Officer of the German Empire in such Colony or possession.

Such requisitions may be disposed of subject always, as nearly as may be, to the provisions of this Treaty, by the said Governor or Chief Authority, who, however, shall be at liberty either to grant the surrender, or to refer the matter to his Government.

Her Britannic Majesty shall, however, be at liberty to make special arrangements in the British Colonies and foreign possessions for the surrender of German criminals, who may take refuge within such Colonies and foreign possessions, on the basis, as nearly as may be, of the provisions of the present Treaty.

The requisition for the surrender of a fugitive criminal from any Colony or foreign possessions of Her Britannic Majesty shall be governed by the rules laid down in the preceding Articles of the present Treaty.

ARTICLE XVI.

The present Treaty shall come into force ten days after its publication in conformity with the forms prescribed by the laws of the High Contracting Parties. It may be terminated by either of the High Contracting Parties, but shall remain in force for six months after notice has been given for its termination.

The Treaty shall be ratified, and the ratifications shall be exchanged at London in four weeks, or sooner if possible.

In witness whereof the respective Plenipotentiaries have signed the same, and have affixed thereto the seal of their arms.

Done at London, the fourteenth day of May, in the year of our Lord One thousand eight hundred and seventy-two.

(L.S.) GRANVILLE,
(L.S.) BERNSTORFF.

Treaties.

And whereas the ratifications of the said Treaty were exchanged at London on the eleventh day of June instant :

Now, therefore, Her Majesty, by and with the advice of Her Privy Council, and in virtue of the authority committed to Her by the said recited Act, doth order, and it is hereby ordered, that from and after the eighth day of July, one thousand eight hundred and seventy-two, the said Act shall apply in the case of the said Treaty with the Emperor of Germany.

ARTHUR HELPS.

EXTRADITION.

ORDER IN COUNCIL, dated October 15, 1872, for carrying into effect a Treaty between Her Majesty and the King of the Belgians, for the Mutual Surrender of Criminals, signed at Brussels, July 31, 1872.

At the Court at Balmoral, the 15th day of October, 1872.

PRESENT :

The Queen's Most Excellent Majesty in Council.

WHEREAS by an Act of Parliament made and passed in the Session of Parliament holden in the thirty-third and thirty-fourth years of the Reign of Her present Majesty, intituled : “ An Act for Amending the Law relating to the Extradition of Criminals,” it was amongst other things enacted, that where an arrangement has been made with any foreign State with respect to the Surrender to such State of any fugitive criminals, Her Majesty may, by Order in Council, direct that the said Act shall apply in the case of such foreign State; and that Her Majesty may, by the same or any subsequent Order, limit the operation of the Order, and restrict the same to fugitive criminals who are in or suspected of being in the part of Her Majesty's dominions specified in the Order, and render the operation thereof subject to such conditions, exceptions, and qualifications as may be deemed expedient :

And whereas a Treaty was concluded on the thirty-first day of July last between Her Majesty and the King of the Belgians, for the Mutual Extradition of Fugitive Criminals, which Treaty is in the terms following :—

HER Majesty the Queen of the United Kingdom of Great Britain and Ireland, and His Majesty the King of the Belgians, having judged it expedient, with a view to the more complete prevention of crime within their respective territories, that persons charged with or convicted of the crimes hereinafter enumerated, and being fugitives from the justice of their country, should, under certain circumstances, be reciprocally delivered up ; Their said Majesties have named as their Plenipotentiaries to conclude a Treaty for this purpose, that is to say :

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Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, John Savile Lumley, Esquire, Her Envoy Extraordinary and Minister Plenipotentiary to His Majesty the King of the Belgians ;

And His Majesty the King of the Belgians, the Count d'Aspremont Lynden, Officer of His Order of Leopold, Commander of the Order of the Ernestine Branch of the House of Saxony, Grand Cross of the Orders of Charles III, of the Medjidie, and of the Saviour, Member of the Senate, His Minister of Foreign Affairs ;

Who, after having communicated to each other their respective full powers, found in good and due form, have agreed upon the following Articles :—

ARTICLE I.

It is agreed that Her Britannic Majesty and His Majesty the King of the Belgians, shall, on requisition made in their name by their respective Diplomatic Agents, deliver up to each other reciprocally, any persons, except as regards Great Britain, native born and naturalized subjects of Her Britannic Majesty, and except as regards Belgium, those who are by birth or who may have become citizens of Belgium, who, being accused or convicted as principals or accessories before the fact, of any of the crimes hereinafter specified, committed within the territories of the other Party, shall be found within the territories of the other Party :

1. Murder (including assassination, parricide, infanticide, and poisoning), or attempt to murder.
2. Manslaughter.
3. Counterfeiting or altering money, or uttering counterfeit or altered money.
4. Forgery, counterfeiting, or altering or uttering what is forged or counterfeited or altered.
5. Embezzlement or larceny.
6. Obtaining money or goods by false pretences.
7. Crimes by bankrupts against bankruptcy law.
8. Fraud by a bailee, banker, agent, factor, trustee, or director, or member or public officer of any company, made criminal by any law for the time being in force.
9. Rape.
10. Abduction.
11. Child stealing.
12. Burglary or housebreaking.
13. Arson.
14. Robbery with violence (including intimidation).
15. Threats by letter or otherwise with intent to extort.
16. Piracy by law of nations.
17. Sinking or destroying a vessel at sea, or attempting or conspiring to do so.

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18. Assaults on board a ship on the high seas with intent to destroy life or to do grievous bodily harm.

19. Revolt or conspiracy to revolt by two or more persons on board a ship on the high seas against the authority of the master.

Provided that the surrender shall be made only when, in the case of a person accused, the commission of the crime shall be so established as that the laws of the country where the fugitive or person accused shall be found would justify his apprehension and commitment for trial if the crime had been there committed; and, in the case of a person alleged to have been convicted, on such evidence as, according to the laws of the country where he is found, would prove that he had been convicted.

In no case can the surrender be made unless the crime shall be punishable according to the laws in force in both countries with regard to extradition.

ARTICLE II.

In the dominions of Her Britannic Majesty, other than the Colonies or Foreign Possessions of Her Majesty, the manner of proceeding shall be as follows :—

I. In the case of a person accused—

The requisition for the surrender shall be made to Her Britannic Majesty's Principal Secretary of State for Foreign Affairs by the Minister or other Diplomatic Agent of His Majesty the King of the Belgians, accompanied by a warrant of arrest or other equivalent judicial document, issued by a Judge or Magistrate duly authorized to take cognizance of the acts charged against the accused in Belgium, together with duly authenticated depositions or statements taken on oath before such Judge or Magistrate, clearly setting forth the said acts, and containing a description of the person claimed, and any particulars which may serve to identify him. The said Secretary of State shall transmit such documents to Her Britannic Majesty's Principal Secretary of State for the Home Department, who shall then, by order under his hand and seal, signify to some Police Magistrate in London that such requisition has been made, and require him, if there be due cause, to issue his warrant for the apprehension of the fugitive.

On the receipt of such order from the Secretary of State, and on the production of such evidence as would, in the opinion of the Magistrate, justify the issue of the warrant if the crime had been committed in the United Kingdom, he shall issue his warrant accordingly.

When the fugitive shall have been apprehended, he shall be brought before the Police Magistrate who issued the warrant, or some other Police Magistrate in London. If the evidence to be then produced shall be such as to justify, according to the law of England, the committal for trial of the prisoner, if the crime

of

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of which he is accused had been committed in England, the Police Magistrate shall commit him to prison to await the warrant of the Secretary of State for his surrender ; sending immediately to the Secretary of State a certificate of the committal and a report upon the case.

After the expiration of a period from the committal of the prisoner, which shall never be less than fifteen days, the Secretary of State shall, by order under his hand and seal, order the fugitive criminal to be surrendered to such person as may be duly authorized to receive him on the part of the Government of His Majesty the King of the Belgians.

II. In the case of a person convicted—

The course of proceeding shall be the same as in the case of a person accused, except that the warrant to be transmitted by the Minister or other Diplomatic Agent in support of his requisition shall clearly set forth the crime of which the person claimed has been convicted, and state the fact, place, and date of his conviction. The evidence to be produced before the Police Magistrate shall be such as would, according to the law of England, prove that the prisoner was convicted of the crime charged.

After the Police Magistrate shall have committed the accused or convicted person to prison to await the order of a Secretary of State for his surrender, such person shall have the right to apply for a writ of *habeas corpus*; if he should so apply, his surrender must be deferred until after the decision of the Court upon the return to the writ, and even then can only take place if the decision is adverse to the applicant. In the latter case the Court may at once order his delivery to the person authorized to receive him, without the order of a Secretary of State for his surrender, or commit him to prison to await such order.

ARTICLE III.

In the dominions of His Majesty the King of the Belgians, other than the Colonies or Foreign Possessions of His said Majesty, the manner of proceeding shall be as follows :—

I. In the case of a person accused—

The requisition for the surrender shall be made to the Minister for Foreign Affairs of His Majesty the King of the Belgians by the Minister or other Diplomatic Agent of Her Britannic Majesty, accompanied by a warrant of arrest issued by a Judge or Magistrate duly authorized to take cognizance of the acts charged against the accused in Great Britain, together with duly authenticated depositions or statements taken on oath before such Judge or Magistrate, clearly setting forth the said acts, and containing a description of the person claimed, and any other particulars which may serve to identify him.

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The Minister for Foreign Affairs shall transmit the warrant of arrest, with the documents thereto annexed, to the Minister of Justice, who shall forward the same to the proper judicial authority, in order that the warrant of arrest may be put in course of execution by the Chamber of the Council (*Chambre du Conseil*) of the Court of First Instance of the place of residence of the accused, or of the place where he may be found.

After issue of the order for arrest, and on exhibition of the warrant of arrest, the foreigner may be provisionally arrested, and the *Juge d'Instruction* is authorized to proceed according to the rules prescribed by the *Code d'Instruction Criminelle*.

The foreigner may claim to be provisionally set at liberty in any case in which a Belgian enjoys that right, and under the same conditions. The application shall be submitted to the Chamber of the Council (*Chambre du Conseil*.)

The surrender shall not be granted unless on production of the order of the Chamber of the Council (*Chambre du Conseil*), of the decree of the Chamber of Indictments or Investigation (*Chambre des Mises en Accusation*), or of the act of criminal procedure (*Acte de procédure criminelle*), issued by the competent Judge, formally decreeing or necessarily involving the sending of the accused before a criminal court (*la juridiction répressive*) delivered in original or in an authenticated copy, and after having taken the opinion of the Chamber of Indictments or Investigation (*Chambre des Mises en Accusation*) of the Court of Appel, within whose jurisdiction the foreigner shall have been arrested.

The hearing of the case shall be public, unless the foreigner should demand that it should be with closed doors.

The public authorities and the foreigner shall be heard. The latter may obtain the assistance of Counsel.

Within a fortnight from the receipt of the documents, they shall be returned, with a reasoned opinion, to the Minister of Justice, who shall decide, and may order that the accused be delivered to the person duly authorized on the part of the Government of Her Britannic Majesty.

II. In the case of a person convicted—

The course of proceeding shall be the same as in the case of a person accused, except that the conviction or sentence of condemnation issued in original or in an authenticated copy, to be transmitted by the Minister or other Diplomatic Agent in support of his requisition, shall clearly set forth the crime of which the person claimed has been convicted, and state the fact, place, and date of his conviction. The evidence to be produced before the Magistrate charged with the investigation of the case, shall be such as would, according to the Belgian laws, prove that the prisoner was convicted of the crime charged.

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ARTICLE IV.

A fugitive criminal may, however, be apprehended under a warrant issued by any Police Magistrate, Justice of the Peace, or other competent authority in either country, on such information or complaint, and such evidence, or after such proceedings as would, in the opinion of the person issuing the warrant, if the crime had been committed or the prisoner convicted, in that part of the dominions of the two Contracting Parties in which he exercises jurisdiction: Provided however that, in the United Kingdom, the accused shall, in such case, be sent as speedily as possible before a Police Magistrate in London. He shall be discharged, as well in the United Kingdom as in Belgium, if within fourteen days a requisition shall not have been made for his surrender by the Diplomatic Agent of his country, in the manner directed by Articles II and III of this Treaty.

The same rule shall apply to the cases of persons accused or convicted of any of the crimes specified in this Treaty, committed on the high seas, on board any vessel of either country which may come into a port of the other.

ARTICLE V.

If the fugitive criminal who has been committed to prison be not surrendered and conveyed away within two months after such committal (or within two months after the decision of the Court upon the return to a writ of *habeas corpus* in the United Kingdom), he shall be discharged from custody, unless sufficient cause be shown to the contrary.

ARTICLE VI.

When any person shall have been surrendered by either of the High Contracting Parties to the other, such person shall not, until he has been restored or had an opportunity of returning to the country from whence he was surrendered, be triable or tried for any offence committed in the other country prior to the surrender, other than the particular offence on account of which he was surrendered.

ARTICLE VII.

No accused or convicted person shall be surrendered, if the offence in respect of which his surrender is demanded shall be deemed by the Party upon which it is made to be a political offence, or to be an act connected with (*connexe à*) such an offence, or if he prove to the satisfaction of the Police Magistrate, or of the Court before which he is brought on *habeas corpus*, or to the Secretary of State, that the requisition of his surrender has in fact been made with a view to try or to punish him for an offence of a political character.

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ARTICLE VIII.

Warrants, depositions, or statements on oath, issued, or taken in the dominions of either of the two High Contracting Parties, and copies thereof, and certificates or judicial documents stating the fact of conviction, shall be received in evidence in proceedings in the dominions of the other, if purporting to be signed or certified by a Judge, Magistrate, or officer of the country where they were issued or taken.

Provided such warrants, depositions, statements, copies, certificates, and judicial documents are authenticated by the oath of some witness, or by being sealed with the official seal of the Minister of Justice, or some other Minister of State.

ARTICLE IX.

The surrender shall not take place if, since the commission of the acts charged, the accusation, or the conviction, exemption from prosecution or punishment has been acquired by lapse of time, according to the laws of the country where the accused shall have taken refuge.

ARTICLE X.

If the individual claimed by one of the two High Contracting Parties in pursuance of the present Treaty should be also claimed by one or several other Powers, on account of other crimes committed upon their respective territories, his surrender shall be granted to that State whose demand is earliest in date ; unless any other arrangement should be made between the Governments which have claimed him, either on account of the gravity of the crimes committed, or for any other reasons.

ARTICLE XI.

If the individual claimed should be under prosecution, or condemned for a crime or offence committed in the country where he may have taken refuge, his surrender may be deferred until he shall have been set at liberty in due course of law.

In case he should be proceeded against or detained in such country, on account of obligations contracted towards private individuals, his surrender shall nevertheless take place, the injured party retaining his right to prosecute his claims before the competent authority.

ARTICLE XII.

Every article found in the possession of the individual claimed at the time of his arrest, shall, if the competent authority so decide, be seized, in order to be delivered up with his person at the time when the surrender shall be made. Such
delivery

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delivery shall not be limited to the property or articles obtained by steading or by fraudulent bankruptcy, but shall extend to every thing that may serve as proof of the crime. It shall take place even when the surrender, after having been ordered, shall be prevented from taking place by reason of the escape or death of the individual claimed.

The rights of third parties with regard to the said property or articles are nevertheless reserved.

ARTICLE XIII.

Each of the High Contracting Parties shall defray the expenses occasioned by the arrest within its territories, the detention, and the conveyance to its frontier, of the persons whom it may consent to surrender in pursuance of the present Treaty.

ARTICLE XIV.

The stipulations of the present Treaty shall be applicable to the Colonies and foreign Possessions of the two High Contracting Parties.

The requisition for the surrender of a fugitive criminal who has taken refuge in a Colony or foreign Possession of either Party, shall be made to the Governor or Chief Authority of such Colony or Possession by the Chief Consular Officer of the other in such Colony or Possession ; or, if the fugitive has escaped from a Colony or foreign Possession of the Party on whose behalf the requisition is made, by the Governor or Chief Authority of such Colony or Possession.

Such requisitions may be disposed of, subject always, as nearly as may be, to the provisions of this Treaty, by the respective Governors or Chief Authorities, who, however, shall be at liberty to grant the surrender, or to refer the matter to their Government.

Her Britannic Majesty shall, however, be at liberty to make special arrangements in the British Colonies and Foreign Possessions for the surrender of Belgian criminals who may there take refuge, on the basis, as nearly as may be, of the provisions of the present Treaty.

ARTICLE XV.

The present Treaty shall come into operation ten days after its publication in conformity with the laws of the respective countries.

Either Party may at any time terminate the Treaty on giving to the other six months' notice of its intention.

ARTICLE XVI.

The present Treaty shall be ratified, and the Ratifications shall be exchanged at Brussels as soon as may be within six weeks from the date of signature.

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In witness whereof, the respective Plenipotentiaries have signed the same, and have affixed thereto the seals of their arms.

Done at Brussels, the thirty-first day of July, in the year of Our Lord one thousand eight hundred and seventy two.

(L.S.) J. SAVILE LUMLEY,
(L.S.) CTE. D'ASPREMONT-LYNDEN.

And whereas the ratifications of the said Treaty were exchanged at Brussels on the twenty-ninth day of August last :

Now, Therefore, Her Majesty, by and with the advice of Her Privy Council, and in virtue of the authority committed to Her by the said recited Act, doth order, and it is hereby ordered, that from and after the twenty-eight day of October, one thousand eight hundred and seventy-two, the said Act shall apply in the case of the said Treaty with the King of the Belgians.

EDMUND HARRISON.

EXTRADITION.

Order in Council, dated March 24, 1873, for carrying into effect a Treaty between Her Majesty and the King of Italy for the Mutual Surrender of Fugitive Criminals, signed at Rome, February 5, 1873.

At the Court at Windsor, the 24th day of March, 1873.

PRESENT :

THE QUEEN'S MOST EXCELLENT MAJESTY IN COUNCIL.

WHEREAS, by an Act of Parliament made and passed in the Session of Parliament holden in the thirty-third and thirty-fourth years of the reign of Her present Majesty, intituled : "An Act for amending the Law relating to the Extradition of Criminals," it was amongst other things enacted, that where an arrangement has been made with any foreign State with respect to the surrender to such State of any fugitive criminals, Her Majesty may, by Order in Council, direct that the said Act shall apply in the case of such foreign State ; and that Her Majesty may, by the same or any subsequent Order, limit the operation of the Order, and restrict the same to fugitive criminals who are in or suspected of being in the part of Her Majesty's dominions specified in the Order, and render the operation thereof subject to such conditions, exceptions, and qualifications as may be deemed expedient :

And whereas, a Treaty was concluded on the fifth day of February last between Her Majesty and the King of Italy for the Mutual Extradition of Fugitive Criminals, which Treaty is in the terms following :—

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Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, and His Majesty the King of Italy, having judged it expedient, with a view to the better administration of justice, and to the prevention of crime within their respective territories, that persons charged with or convicted of the crimes hereinafter enumerated, and being fugitives from justice, should, under certain circumstances, be reciprocally delivered up; Their said Majesties have named as their Plenipotentiaries to conclude a Treaty for this purpose, that is to say:

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, Sir Augustus Berkeley Paget, Her Majesty's Envoy Extraordinary and Minister Plenipotentiary to His Majesty the King of Italy;

And His Majesty the King of Italy, the Noble Emilio Visconti Venosta, Deputy in the Parliament, and Minister Secretary of State for Foreign Affairs;

Who, after having communicated to each other their respective full powers, found in good and due form, have agreed upon and concluded the following articles:—

ARTICLE I.

The High Contracting Parties engage to deliver up to each other reciprocally any persons who, being accused or convicted of any of the crimes specified in the Article following, committed within the territory of either of the said Parties, shall be found within the territory of the other, in the manner and under the conditions determined in the present Treaty.

ARTICLE II.

The crimes for which the extradition is agreed to are the following:—

1. Murder, or attempt or conspiracy to murder, comprising the crimes designated by the Italian Penal Code as the association of criminals for the commission of such offences.
2. Manslaughter, comprising the crimes designated by the Italian Penal Code as wounds and blows wilfully inflicted which cause death.
3. Counterfeiting or altering money, and uttering or bringing into circulation counterfeit or altered money.
4. Forgery, counterfeiting or altering, or uttering of the thing or document that is forged or counterfeited or altered.
5. Larceny, or unlawful abstraction or appropriation.
6. Obtaining money or goods by false pretences (cheating or fraud).
7. Fraudulent bankruptcy.
8. Fraud, abstraction, or unlawful appropriation, by a bailee, banker, agent, factor, trustee, director, or member, or officer of any public or private company or house of commerce.
9. Rape.

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10. Abduction.

11. Child stealing.

12. Burglary and housebreaking, comprising the crimes designated by the Italian Penal Code as entry by night, or even by day, with fracture or escalade, or by means of false key or other instrument, into the dwelling of another person with intent to commit a crime.

13.—Arson.

14.—Robbery with violence.

15.—Threats by letter or otherwise, with intent to extort money or anything else.

16.—Piracy, according to international law, when the pirate, a subject of neither of the High Contracting Parties, has committed depredations on the coasts, or on the high seas, to the injury of citizens of the requiring party, or when, being a citizen of the requiring party, and having committed acts of piracy, to the injury of a third State, he may be within the territory of the other party, without being subjected to trial.

17.—Sinking or destroying, or attempting to sink or destroy, a vessel at sea.

18.—Assaults on board a ship on the high seas with intent to kill or to do grievous bodily harm.

19.—Revolt or conspiracy by two or more persons on board a ship on the high seas, against the authority of the master.

Accomplices before the fact in any of these crimes shall, moreover, also be delivered up, provided their complicity be punishable by the laws of both the Contracting Parties.

ARTICLE III.

The Italian Government shall not deliver up any Italian to the United Kingdom; and no subject of the United Kingdom shall be delivered up by it to the Italian Government.

ARTICLE IV.

In any case where an individual convicted or accused shall have obtained naturalization in either of the two Contracting States after the commission of the crime, such naturalization shall not prevent the search for, arrest, and delivery of the individual. The extradition may, however, be refused if five years have elapsed from the concession of naturalization, and the individual has been domiciled, from the concession thereof, in the State to which the application is made.

ARTICLE V.

No accused or convicted person shall be given up if the offence for which he is claimed is political; or if he proves that the demand for his surrender has been made with the intention of trying and punishing him for a political offence.

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ARTICLE VI.

The extradition shall not be granted if, since the commission of the crime, the commencement of proceedings, or the conviction, such a length of time has elapsed as to bar the penal prosecution or the punishment, according to the laws of the State to which application is made.

ARTICLE VII.

The accused or convicted person who has been given up shall not, until he has been liberated, or had an opportunity of returning to the country in which he was living, be imprisoned or subjected to trial in the State to which he has been given up, for any crime or on any charge other than that on account of which the extradition took place.

This does not apply to offences committed after the extradition.

ARTICLE VIII.

If the individual claimed is under prosecution or in custody for a crime committed in the country where he has taken refuge, his surrender may be deferred until the law has taken its course.

In case he should be proceeded against or detained in such country on account of obligations contracted with private individuals, or any other civil claim, his surrender shall nevertheless take place, the injured party retaining his right to prosecute his claims against him before the competent authority.

ARTICLE IX.

The requisitions for extradition shall be made, respectively, by means of the Diplomatic Agents of the High Contracting Parties.

The demand for the extradition of an accused person must be accompanied by a warrant of arrest issued by the competent authority of the State applying for the extradition, and by such proof as, according to the law of the place where the fugitive is found, would justify his arrest if the crime had been committed there.

If the requisition relates to a person convicted, it must be accompanied by the sentence of condemnation of the competent Court of the State applying for the extradition.

The demand for extradition must not be founded upon a sentence *in contumacia*.

ARTICLE X.

If the demand for extradition be made according to the foregoing stipulations the competent authorities of the State, to which the requisition is made, shall proceed to arrest the fugitive.

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The prisoner shall be taken before the competent Magistrate, who shall examine him, and make the preliminary investigations of the affair, in the same manner as if the arrest had taken place for a crime committed in the same country.

ARTICLE XI.

In the examinations to be made in conformity with the preceding stipulations, the authorities of the State to which the demand is addressed shall admit, as entirely valid evidence, the documents and depositions taken on oath in the other State, or copies of them, and likewise the warrants and sentences issued there; provided that such documents are signed or certified by a Judge, Magistrate, or Officer of such State, and are authenticated by the oath of some witness, or stamped with the official seal of the Department of Justice or some other Department of Justice or some other Department of State.

ARTICLE XII.

If, within two months from the arrest of the accused, sufficient evidence be not produced for his extradition, he shall be liberated.

ARTICLE XIII.

The extradition shall not take place until the expiration of fifteen days after the arrest, and then only if the evidence has been found sufficient, according to the laws of the State to which the demand is addressed, to justify the committal of the prisoner for trial in case the crime has been committed in the territory of that State; or to show that the prisoner is the identical person condemned by the Tribunals of the State which demands him.

ARTICLE XIV.

If the prisoner be not given up and taken away within two months from his apprehension or from the decision of the Court upon the demand for a writ of *habeas corpus* in the United Kingdom, he shall be set at liberty, unless sufficient cause be shown for the delay.

ARTICLE XV.

If the individual claimed by one of the two Contracting Parties, in conformity with the present Treaty, should be also claimed by another or by other States on account of crimes committed in their territories, his surrender shall, in preference, be granted according the priority of demand, unless an agreement be made between the Governments which make the requisition, either on account of the gravity of the crimes committed, or for any other reason.

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ARTICLE XVI.

Every article found in the possession of the prisoner at the time of his arrest shall be seized, in order to be delivered up with him. Such delivery shall not be limited to the property or articles obtained by the robbery or fraudulent bankruptcy, but shall include everything that may serve as evidence of the crime ; and it shall take place even when the extradition, after having been ordered, cannot take effect, either on account of the escape or the death of the delinquent.

ARTICLE XVII.

The High Contracting Parties renounce all claim for repayment of the expenses incurred for the arrest and maintenance of the person to be given up, and for his conveyance on board a ship ; such expenses shall be borne by themselves respectively.

ARTICLE XVIII.

The stipulations of the present Treaty shall be applicable to the Colonies and foreign possessions of the two High Contracting Parties.

The requisition for the surrender of a person accused or condemned, who has taken refuge in any such Colony or possession of either party, shall be made to the Governor or chief authority of such Colony or possession by the Chief Consular officer of the other residing in such Colony or possession ; or if the accused or condemned person has escaped from a Colony or foreign possession of the party on whose behalf the requisition is made, the requisition shall be made by the Governor or chief authority of such Colony or possession.

Such requisitions may be disposed of, in accordance, as far as possible, with the stipulations of this Treaty, by the respective Governors or chief authorities, who, however, shall be at liberty either to grant the extradition or to refer the matter to their own Government.

Her Britannic Majesty shall nevertheless be at liberty to make special arrangements in the British Colonies and foreign possessions for the surrender to his Italian Majesty of criminals who may have taken refuge in such Colonies or possessions, always in conformity, so far as possible, with the provisions of the present Treaty.

Finally, it is agreed that this stipulation does not apply to the Island of Malta, the Ordinance of the Maltese Government of May 3, 1863 (No. 1230), remaining in full force.

ARTICLE XIX.

The High Contracting Parties declare that the present stipulations apply as well to persons accused or convicted, whose crimes, on account of which the extradition is demanded, may have been committed previously, as to those whose crimes may be committed subsequently to the date of this Treaty.

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ARTICLE XX.

The present Treaty shall come into operation ten days after its publication according to the forms prescribed by the laws of the High Contracting Parties.

Either party may at any time put an end to this Treaty, which, however, shall remain in force for six months after the notice for its termination.

This Treaty shall be ratified, and the ratifications shall be exchanged at Rome within six weeks, or sooner if possible.

In witness whereof the respective Plenipotentiaries have signed in duplicate, in English and Italian, the present Treaty, and have affixed thereto their respective seals.

Done at Rome, the 5th day of February, in the year of Our Lord one thousand eight hundred and seventy-three.

(L. S.) A. B. PAGET.

(L. S.) VISCONTI VENOSTA.

And whereas the ratifications of the said Treaty were exchanged at Rome on the 18th of March last :

Now, therefore, Her Majesty, by and with the advice of Her Privy Council, and in virtue of the authority committed to Her by the said recited Act, doth order, and it is hereby ordered, that from and after the eleventh day of April, one thousand eight hundred and seventy-three, the said Act shall apply in the case of the said Treaty with the King of Italy.

EDMUND HARRISON.

TREATY OF WASHINGTON.—PROCLAMATION TO GIVE EFFECT TO.—

DUFFERIN,

[L.S.]

A PROCLAMATION.

J. A. MACDONALD, } WHEREAS, in and by the fifth section of the Act made
Attorney General, } and passed by the Parliament of Canada, in the
Canada, } 35th year of Our Reign, intituled : “ An Act relating to the
Treaty of Washington, 1871 ” it is amongst other things in effect enacted,

That the foregoing sections of the said Act shall come into force, upon, from and after a day to be appointed for that purpose, by a proclamation based upon an order of the Governor in Council ;

And whereas an order of the Governor in Council has been passed on the day of the date thereof, appointing the first day of July now next, the day upon from and after which the said Sections shall come into force.

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NOW KNOW YE, that we do hereby, under and by virtue of the authority vested in us by the said act and order of the Governor in Council respectively, Proclaim and Declare the first day of July, in the year of Our Lord 1873, the day upon, from and after which the first, second, third and fourth sections of the act hereinbefore mentioned and intituled : "An Act relating to the Treaty of Washington, 1871." shall come into force.

Of all which our loving subjects and all others are required to take notice and to govern themselves accordingly.

By Command,

J. C. AIKINS,

Secretary of State

20 June 1873.

TREATY BETWEEN HER MAJESTY AND THE KING OF DENMARK.

Downing Street, 9th July, 1873.

SIR,

I have the honor to transmit to you, for publication in the Colony under your Government, a copy of a Treaty between Her Majesty and the King of Denmark for the mutual surrender of fugitive Criminals, as well as a copy of the Order in Council of the 26th June last, for carrying into effect that Treaty.

I have the honor to be, Sir,

Your most obedient Servant,

KIMBERLEY.

The Officer Administering
the Government of Canada.

At the Court at Windsor, the 26th day of June, 1873.

PRESENT :

THE QUEEN'S MOST EXCELLENT MAJESTY IN COUNCIL.

WHEREAS by an Act of Parliament made and passed in the Session of Parliament holden in the thirty-third and thirty-fourth years of the reign of Her present Majesty, intituled "An Act for amending the law relating to the Extradition of Criminals," it was amongst other things enacted, that where an arrangement has been made with any foreign State with respect to the surrender to such State of any fugitive criminals, Her Majesty may, by Order in Council, direct that the said Act shall apply in the case of such foreign State ; and that Her Majesty may, by the same or any subsequent Order, limit the operation of the Order, and restrict the same to fugitive criminals who are in or suspected of being in the part of Her Majesty's dominions specified in the Order, and render the operation thereof subject to such conditions, exceptions, and qualifications as may be deemed expedient.

Treaties.

And whereas a Treaty was concluded on the thirty-first day of March last between Her Majesty and the King of Denmark for the Mutual Extradition of fugitive Criminals, which Treaty is in the terms following :—

HER Majesty the Queen of the United Kingdom of Great Britain and Ireland, and His Majesty the King of Denmark, having judged it expedient, with a view to the better administration of justice, and to the prevention of crime within their respective territories and jurisdictions, that persons charged with or convicted of the crimes hereinafter enumerated, and being fugitives from justice, should, under certain circumstances, be reciprocally delivered up ; their said Majesties have named as their Plenipotentiaries to conclude a Treaty for this purpose, that is to say :

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, Sir Charles Lennox Wyke, Knight, Commander of the Most Honorable Order of the Bath, Her Envoy Extraordinary and Minister Plenipotentiary to His Majesty the King of Denmark ;

And His Majesty the King of Denmark, Baron Otto Ditley Rosenorn-Lehn, Knight Commander of the Order of the Danebrog and Danebrogsmænd, His Majesty's Minister for Foreign Affairs :

Who, after having communicated to each other their respective full powers, found in good and due form, have agreed upon the following Articles :—

ARTICLE I.

It is agreed that Her Britannic Majesty and His Majesty the King of Denmark shall, on requisition made in their name by their respective Diplomatic Agents, deliver up to each other reciprocally, any persons, except native born or naturalised subjects of the Party upon whom the requisition may be made, who, being accused or convicted of any of the crimes hereinafter specified committed within the territories of the requiring Party, shall be found within the territories of the other Party.

1. Murder, or attempt or conspiracy to murder.
2. Manslaughter.
3. Counterfeiting or altering money, or uttering counterfeit or altered money.
4. Forgery or counterfeiting, or altering, or uttering what is forged or counterfeited or altered.
5. Embezzlement or larceny.
6. Obtaining money or goods by false pretences.
7. Crimes by bankrupts against bankruptcy laws.

Treaties.

8. Fraud by a bailee, banker, agent, factor, trustee, or director, or member or public officer of any company, made criminal by any law for the time being in force.

9. Rape.

10. Abduction.

11. Child stealing.

12. Burglary or housebreaking.

13. Arson.

14. Robbery with violence.

15. Threats by letter or otherwise with intent to extort.

16. Piracy by law of nations.

17. Sinking or destroying a vessel at sea, or attempting or conspiring to do so.

18. Assaults on board a ship on the high seas with intent to destroy life or to do grievous bodily harm.

19. Revolt or conspiracy to revolt by two or more persons on board a ship on the high seas against the authority of the master.

Provided that the surrender shall be made only when, in the case of a person accused, the commission of the crime shall be so established as that the laws of the country where the fugitive or person so accused shall be found, would justify his apprehension and commitment for trial if the crime had been there committed ; and, in the case of a person alleged to have been convicted, on such evidence as, according to the laws of the country where he is found, would prove that he had been convicted.

ARTICLE II.

In the dominions of Her Britannic Majesty, other than the Colonies of foreign possessions of Her Majesty, the manner of proceeding shall be as follows :—

1. In the case of a person accused—

The requisition for the surrender shall be made to Her Britannic Majesty's Principal Secretary of State for Foreign Affairs by the Minister or other Diplomatic Agent of His Majesty the King of Denmark at London, accompanied by (1) a warrant or other equivalent judicial document for the arrest of the accused, issued by a Judge or Magistrate duly authorized to take cognizance of the acts charged against him in Denmark, (2) duly authenticated depositions or statements taken on oath before such Judge or Magistrate, clearly setting forth the acts on account of which the fugitive is demanded ; and (3) a description of the person claimed, and any other particulars which may serve to identify him. The said Secretary of State shall transmit such documents to Her Britannic Majesty's Principal Secretary of State for the Home Department, who shall then, by order under his hand and seal, signify to some police Magistrate in London that such requisition has been made, and require him, if there be due cause, to issue his warrant for the apprehension of the fugitive.

Treaties.

On the receipt of such order from the Secretary of State, and on the production of such evidence as would, in the opinion of the Magistrate, justify the issue of the warrant if the crime had been committed in the United Kingdom, he shall issue his warrant accordingly.

When the fugitive shall have been apprehended in virtue of such warrant, he shall be brought before the Police Magistrate who issued it or some other Police Magistrate in London. If the evidence to be then produced shall be such as to justify, according to the law of England, the committal for trial of the prisoner if the crime of which he is accused had been committed in England, the Police Magistrate shall commit him to prison to await the warrant of the Secretary of State for his surrender; sending immediately to the Secretary of State a certificate of the committal and a report upon the case.

After the expiration of a period from the committal of the prisoner, which shall never be less than fifteen days, the Secretary of State shall, by order under his hand and seal, order the fugitive criminal to be surrendered to such person as may be duly authorized to receive him on the part of the Government of His Majesty the King of Denmark.

II. In the case of a person convicted—

The course of proceeding shall be the same as in the preceding case of a person accused, except that the document to be produced by the Minister or other Diplomatic Agent of His Danish Majesty in the support of his requisition, shall clearly set forth the crime of which the person claimed has been convicted, and state the fact, place, and date of his conviction. The evidence to be produced before the Police Magistrate shall be such as would, according to the law of England, prove that the prisoner was convicted of the crime charged.

After the Police Magistrate shall have committed the accused or convicted person to prison to await the order of a Secretary of State for his surrender, such person shall have the right to apply for a writ of *habeas corpus*. If he should so apply, his surrender must be deferred until after the decision of the Court upon the return to the writ, and even then can only take place if the decision is adverse to the applicant. In the latter case the Court may at once order his delivery to the person authorized to receive him, without the order of a Secretary of State for his surrender, or commit him to prison to await such order.

ARTICLE III.

In the dominions of His Majesty the King of Denmark other than the Colonies or Foreign Possessions of His said Majesty, the manner of proceeding shall be as follows :—

1. In the case of a person accused—

Treaties.

The requisition for the surrender shall be made to the Minister for Foreign Affairs of His Majesty the King of Denmark by the Minister or other Diplomatic Agent of Her Britannic Majesty at Copenhagen, accompanied by (1) a warrant for the arrest of the accused, issued by a Judge or Magistrate duly authorized to take cognizance of the acts charged against him in Great Britain ; (2) duly authenticated depositions or statements taken on oath before such Judge or Magistrate, clearly setting forth the acts on account of which the fugitive is demanded ; and (3) a description of the person claimed, and any other particulars which may serve to identify him.

The Minister for Foreign Affairs of His Majesty the King of Denmark shall transmit such requisition for surrender to the Minister of Justice of His Majesty the King of Denmark, who, after having ascertained that the crime therein specified is one of those enumerated in the present Treaty, and satisfied himself that the evidence produced is such as, according to Danish law, would justify the committal for the trial of the individual demanded, if the crime had been committed in Denmark, shall take the necessary measures for causing the fugitive to be delivered to the person charged to receive him by the Government of Her Britannic Majesty.

II. In the case of a person convicted—

The course of proceeding shall be the same as in the preceding case of a person accused, except that the warrant to be transmitted by the Minister or other Diplomatic Agent of Her Britannic Majesty in support of his requisition, shall clearly set forth the crime of which the person claimed has been convicted, and state the fact, place, and date of his conviction. The evidence to be produced shall be such as would, according to the laws of Denmark, prove that the prisoner was convicted of the crime charged.

ARTICLE IV.

A fugitive criminal may, however, be apprehended under a warrant issued by any Police Magistrate, Justice of the Peace, or other competent authority in either country, on such information or complaint, and such evidence, or after such proceedings as would, in the opinion of the person issuing the warrant, justify the issue of a warrant, if the crime had been committed or the prisoner convicted, in that part of the dominions of the two Contracting Parties in which he exercises jurisdiction : Provided, however, that in the United Kingdom the accused shall, in such case, be sent as speedily as possible before a Police Magistrate in London ; and that in the dominions of His Majesty the King of Denmark, the case shall be immediately submitted to the Minister of Justice of His Majesty the King of Denmark ; and provided, also, that the individual arrested shall in either country be discharged, if within fifteen days a requisition shall not have been made for his surrender by the Diplomatic Agent of his country, in the manner directed by Articles II and III of this Treaty.

Treaties.

The same rule shall apply to the cases of persons accused or convicted of any of the crimes specified in this Treaty, committed on the high seas, on board a vessel of either country, which may come into a port of the other.

ARTICLE V.

If the fugitive criminal who has been committed to prison be not surrendered and conveyed away within two months after such committal (or within two months after the decision of the Court upon the return to a writ of *habeas corpus* in the United Kingdom, he shall be discharged from custody, unless sufficient cause be shown to the contrary.

ARTICLE VI.

When any person shall have been surrendered by either of the High Contracting Parties to the other, such person shall not, until he has been restored or had an opportunity of returning to the country from whence he was surrendered, be triable or tried for any offence committed in the other country prior to the surrender, other than the particular offence on account of which he was surrendered.

ARTICLE VII.

No accused or convicted person shall be surrendered, if the offence in respect of which his surrender is demanded shall be deemed by the Government upon which it is made to be one of a political character, or if in the United Kingdom he prove to the satisfaction of the Police Magistrate, or of the Court before which he is brought on *habeas corpus*, or to the Secretary of State, or in Denmark to the satisfaction of the Minister of Justice of His Majesty the King of Denmark, that the requisition for his surrender has, in fact, been made with a view to try or to punish him for an offence of a political character.

ARTICLE VIII.

Warrants, depositions, or statements on oath, issued or taken in the dominions of either of the two High Contracting Parties, and copies thereof, and certificates of or judicial documents stating the fact of conviction, shall be received in evidence in proceedings in the dominions of the other, if purporting to be signed or certified by a Judge, Magistrate, or officer of the country where they were issued or taken, and provided they are authenticated by the oath of some witness, or by being sealed with the official seal of the Minister of Justice, or some other Minister of State.

ARTICLE IX.

The surrender shall not take place if, since the commission of the acts charged, the accusation, or the conviction, exemption from prosecution or punishment has been acquired by lapse of time according to the laws of the country where the accused or convicted person shall have taken refuge.

Treaties.

ARTICLE X.

If the individual claimed should be under protection, or in custody, for a crime or offences committed in the country where he may have taken refuge, his surrender may be deferred until he shall have been set at liberty in due course of law.

In case he should be proceeded against or detained in such country, on account of obligations contracted towards private individuals, his surrender shall nevertheless take place, the injured party retaining his right to prosecute his claims before the competent authority.

ARTICLE XI.

Every article found in the possession of the individual claimed at the time of his arrest, shall be seized, in order to be delivered up with his person at the time when the surrender shall be made. Such delivery shall not be limited to the property or articles obtained by stealing or by fraudulent bankruptcy, but shall extend to every thing that may serve as proof of the crime. It shall take place even when the surrender, after having been ordered, shall be prevented from taking place by reason of the escape or death of the individual claimed.

ARTICLE XII.

Each of the two Contracting Parties shall defray the expenses occasioned by the arrest within its territories, the detention, and the conveyance to its frontier, of the persons whom it may consent to surrender in pursuance of the present Treaty.

ARTICLE XIII.

The stipulations of the present Treaty shall be applicable to the Colonies or foreign Possessions of the two High Contracting Parties, in the following manner :

The requisition for the surrender of a fugitive criminal who has taken refuge in a Colony or foreign Possession of either of the two Contracting Parties, shall be made to the Governor or Chief Authority of such Colony or Possession by the Chief Consular Officer of the other Party in such Colony or Possession ; or, if the fugitive has escaped from a Colony or foreign Possession of the Party on whose behalf the requisition is made, by the Governor or Chief Authority of such Colony or Possession.

Such requisitions may be disposed of, subject always, as nearly as may be, to the provisions of this Treaty, by the respective Governors or Chief Authorities, who, however, shall be at liberty either to grant the surrender, or to refer the matter to the Government.

Treaties.

Her Britannic Majesty and His Majesty the King of Denmark shall, however, be at liberty to make special arrangements in their Colonies and foreign Possessions for the surrender of criminals, who may take refuge therein, on the basis as nearly as may be of the provisions of the present Treaty.

ARTICLE XIV.

The present Treaty shall come into operation ten days after its publication, in conformity with the forms prescribed by the laws of the High Contracting Parties.

After the Treaty shall so have been brought into operation, the Convention concluded between the High Contracting Parties on the 15th of April, 1862, shall be considered as cancelled, except as to any proceeding that may have already been taken or commenced in virtue thereof.

Either Party may at any time terminate the Treaty on giving to the other six months notice of its intention.

ARTICLE XV.

The present Treaty shall be ratified, and the ratification shall be exchanged at Copenhagen as soon as may be within four weeks from the date of signature.

In witness whereof, the respective Plenipotentiaries have signed the same, and have affixed thereto the seals of their arms.

Done at Copenhagen, the thirty-first day of March, in the year of Our Lord, one thousand eight hundred and seventy-three.

(L.S.) CHARLES LENNOX WYKE.

(L.S.) O D. ROSENORN-LEHN.

And whereas the ratifications of the said Treaty were exchanged at Copenhagen on the twenty-sixth day of April last.

Now, therefore, Her Majesty, by and with the advice of Her Privy Council, and in virtue of the authority committed to Her by the said recited Act, doth order, and it is hereby ordered, that from and after the seventh day of July, one thousand eight hundred and seventy three, the said Act shall apply in case of the said Treaty with the King of Denmark.

ARTHUR HELPS.

Miscellaneous.

BYTOWN INCORPORATION ACT, DISALLOWED.

A PROCLAMATION.

ROBT. BALDWIN, } **W**HEREAS at a Session of Our Provincial Parliament of
Atty. Genl. } Our Province of Canada, held at Our City of Montreal,
 in Our said Province, in the tenth and eleventh years of Our Reign, a certain Bill,
 numbered amongst the Acts of the said Session as Chapter Forty-three, and in-
 titled, "An Act to define the limits of the Town of Bytown, to establish a Town
 "Council therein, and for other purposes," was passed by the Legislative Coun-
 cil and Legislative Assembly of Our said Province, and Assented to in Our Name
 by Our Governor General of Our said Province; AND WHEREAS in pursuance
 of the directions of a certain Act of Our Imperial Parliament of Our United King-
 dom of Great Britain and Ireland, passed in the Session of Our said Imperial Par-
 liament, held at Westminster, in the third and fourth years of Our Reign, num-
 bered amongst the Public General Acts of the said last mentioned Session as Chap-
 ter Thirty-five, and intituled, "An Act to re-unite the Provinces of Upper and
 "Lower Canada, and for the Government of Canada," an authentic Copy of the
 said Bill was duly transmitted to the Right Honorable Henry Earl Grey, Our
 Principal Secretary of State for the Management of the Affairs of Our Colonies,
 and was by him received at Our Department of State for the Management of such
 Affairs, on the Thirtieth day of September, in the year of Our Lord, one thousand
 eight hundred and forty-seven, as by the Certificate under the Hand and Seal of
 the said Henry, Earl Grey, doth fully appear. AND WHEREAS the said Bill
 having been laid before Us, in Our Privy Council, We thought fit by an Order
 in Council, bearing date at Our Court, at Osborne House, Isle of Wight, the
 Eighteenth day of July last past, and within two years after the said Bill was so
 received by Our said Principal Secretary of State as aforesaid, to declare Our
 Disallowance of the said Bill. NOW THEREFORE KNOW YE, that We have in
 manner aforesaid declared, and by these Presents do declare Our Disallowance of
 the said Bill, and that the same shall from henceforth cease, determine, and be
 absolutely null and void to all intents and purposes whatsoever. Whereof all Our
 Loving Subjects and all others whom it doth or may in any wise concern, are to
 take notice and to govern themselves accordingly.

By Command,

JAMES LESLIE,

Secretary.

12 October, 1849.

Miscellaneous.

ACT IMPOSING DUTY ON FOREIGN SHIPS, DISALLOWED.

PROCLAMATION.

PROVINCE OF }
CANADA. }

EDMUND HEAD.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, QUEEN, Defender of the Faith, &c., &c., &c.

To all to whom these presents shall come—GREETING :

A PROCLAMATION.

GEO. ET. CARTIER, } **W**HEREAS at a Session of the Parliament of Our Prov-
Atty. Genl. } ince of Canada, held at Our City of Toronto, in Our
said Province, in the present year and in the Twenty-second year of Our Reign,
a certain Bill, numbered amongst the Acts of the said Session as chapter Sixteen,
and intituled, *An Act to impose a duty on Vessels admitted to Registry and the Coast-
ing Trade in this Province, and belonging to Countries not admitting the Vessels of this
Province to Registry and privileges of General and Coasting Trade in such Countries,*
was passed by the Legislative Council and Legislative Assembly of Our said Prov-
ince, and Assented to in Our Name by Our Governor General of Our said Prov-
ince : AND WHEREAS in pursuance of the directions of a certain Act of Our Im-
perial Parliament of Our United Kingdom of Great Britain and Ireland, passed in
the Session of Our said Imperial Parliament, held at Westminster, in the third and
fourth years of Our Reign, intituled : “An Act to re-unite the Provinces of Upper
“ and Lower Canada, and for the Government of Canada,” an authentic Copy of
the said Bill was duly transmitted to the Most Noble the Duke of Newcastle, Our
Principal Secretary of State for the Management of the Affairs of Our Colonies,
and was by him received at Our Department of State for the Management of such
Affairs, on the Thirtieth day of May, in the year of Our Lord, one thousand eight
hundred and fifty-nine, as by the certificate under the Hand and Seal of the said
Duke of Newcastle doth fully appear ; AND WHEREAS the said Bill having been
laid before Us, in Our Privy Council, We thought fit by an Order in Council,
bearing date at Our Court at Balmoral, the Twenty-third day of September last
past to declare Our Disallowance of the said Bill ; NOW THEREFORE KNOW YE, that
We have in manner aforesaid declared, and by these Presents do declare Our
Disallowance of the said Bill, and that the same shall from henceforth cease,
determine, and be absolutely null and void to all intents and purposes whatsoever ;
Whereof all Our Loving Subjects and all others whom it doth or may in anywise
concern, are hereby required to take notice and to govern themselves accordingly.

By Command,

CHAS. ALLEYN,

Secretary.

13 December, 1859.

Miscellaneous.

ACT GIVING TO CANADIAN MAGISTRATES JURISDICTION IN REGARD TO CERTAIN OFFENCES COMMITTED IN NEW-BRUNSWICK BY PERSONS ESCAPING TO CANADA, DISALLOWED.

At the Court, at *Osborne House, Isle of Wight*, the 6th day of January, 1862.

PRESENT :

THE QUEEN'S MOST EXCELLENT MAJESTY.

LORD PRESIDENT.

DUKE OF NEWCASTLE.

SIR GEORGE GREY, BART.

Whereas the Governor General of Her Majesty's Province of *Canada*, with the Council and Assembly of the said Province, did in the month of May, 1861, pass an Act which has been transmitted, entitled, "An Act to give jurisdiction to Canadian Magistrates in respect of certain offences committed in *New Brunswick* by persons afterwards escaping to *Canada*." And whereas, the said Act has been laid before Her Majesty in Council, together with a letter to the Lord President of the Council from the most Noble the Duke of *Newcastle*, one of Her Majesty's Principal Secretaries of State, setting forth that he is of opinion that the change of the Law proposed in the said Act cannot be legally effected by an Act of the Provincial Legislature, and therefore recommending that the said Act should not receive Her Majesty's Royal confirmation, Her Majesty was thereupon this day pleased, by and with the advice of Her Privy Council, to declare Her disallowance of the said Act, and the same is hereby disallowed accordingly. Whereof, the Governor General, Lieutenant Governor, or Commander in Chief for the time being of Her Majesty's Province of *Canada*, and all other persons whom it may concern, are to take notice, and govern themselves accordingly.

ARTHUR HELPS,

INDIAN LANDS.

ORDER IN COUNCIL OF 7TH AUGUST 1861.

Ordered that so much of the provisions of the Act 23rd Victoria, chapter 2, as are contained in the following Sections thereof, do apply to the Indian Lands under the management of the Commissioner of Crown Lands, as Chief Superintendent of Indian Affairs, that is to say : Sections Five, Seven, Sixteen, Eighteen, (with the sub-section two) Nineteen, Twenty, Twenty-one, (with sub-sections two and three) Twenty-two, Twenty-three, Twenty-four, Twenty-five, Twenty-eight, Thirty, Thirty-one, Thirty-two and Thirty-three.

Miscellaneous.

TIMBER IN INDIAN LANDS.

GOVERNMENT HOUSE,

Quebec, 5th may, 1862.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

WHEREAS the 7th section of the "Act respecting the management of the Indian Lands and property" (23rd Vic. Cap. 151) amongst other things provides that the Governor in Council may from time to time declare the provisions of the "Act respecting the sale and Management of the Timber on Public Lands" or any such provisions, to apply to Indian Lands or to Timber on Indian Lands;

And whereas the Honorable the Commissioner of Crown Lands and Chief Superintendent of Indian Affairs has reported that it is in his opinion desirable for the better protection of the Timber on Indian Lands, and for the benefit of the Indian Timber Revenue, that certain provisions of the Act last above referred to, being the 23rd chapter of the Consolidated Statutes of Canada, should be declared to apply to Timber on Indian Lands.

His Excellency in Council was therefore pleased to order, and it is hereby ordered, that the following sections and subsections of the Act last above mentioned, shall apply and they are hereby declared to apply to the Timber on Indian Lands, that is to say :

Section one, and subsection two, and section two.

Sections three, four, five, six, seven, eight, and subsection number two.

Sections nine, ten and subsection number two, section eleven, subsection number two, and sections twelve and thirteen.

W. M. H. LEE, C. E. C.

RATES OF DUTIES ON TIMBER CUT ON INDIAN LANDS, IN FORCE SINCE

1st. MAY 1868.

PINE TIMBER.

Saw Logs, per 1,000 feet, inch measure \$1.60.

Squared Timber, per 1,000 cubic feet \$15.00.

OAK TIMBER.

Saw Logs, per 1,000 feet, inch measure \$5.00.

Pipe Staves, per 1,000 *Standard measure* \$15.00.

West India Staves, per 1000, standard measure \$5.00.

Oak Timber, per 1000 cubic feet, according to locality \$30 or \$35.

The above duties to be in addition to Bonus and Ground Rent.

I hereby certify that the above Rates of Duties have been established by His Excellency the Governor General in Council, on the 6th day of April 1868.

W. A. HIMSWORTH, C. P. C.

Miscellaneous.

QUARANTINE REGULATIONS—GENERAL.

MONCK.

PROCLAMATION.

CANADA.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, QUEEN, Defender of the Faith, &c., &c., &c.

To all to whom these presents shall come, and whom they may in anywise concern—GREETING.

J. A. MACDONALD, } **W**HEREAS by a certain Act of the Parliament of Canada, passed in the recent session thereof, and intituled: *An Act relating to Quarantine and Public Health*," it is amongst other things in effect enacted that the Governor in Council may, from time to time, make such regulations as he thinks proper, for enforcing compliance with all the requirements of the said Act, and concerning the entry or departure of boats or vessels at the different ports or places in Canada, and concerning the landing of passengers or cargoes from such boats or vessels, or the receiving of passengers or cargoes on board of the same, as may be thought best calculated to preserve the public health, and for ensuring the due performance of quarantine, by and in respect of vessels passengers, goods or things, arriving at any port within Canada, to which he thinks it right, for the preservation of the Public Health, that such regulations should apply, and for the thorough cleansing and disinfecting of such vessels, passengers, goods, or things, so as to prevent, as far as possible, the introduction or dissemination of disease into or in Canada, and may appoint or remove such officers as he may deem necessary for so doing, and assign to them, respectively, such powers as he may think required for carrying out the provision of such regulations, and may, from time to time, revoke or amend the same or any of them, and may make others in their stead, and may impose penalties, forfeitures and punishments for the breach thereof, which regulations shall be notified by Proclamation, published in the *Canada Gazette* at least twice; and the production of the copies of the *Gazette*, containing any such Proclamation, shall be evidence of the making, date and contents of such regulations. And further that such regulations shall have the force of law during the time they respectively remain unrevoked, unless they be expressly limited to be in force only during a certain time or at certain times or seasons, in which case they shall have the force of law during the time and at the times and seasons during or at which they have been limited to be in force; and that any person disobeying any such Regulation may be prosecuted for a misdemeanor, punishable by fine or imprisonment or both, as the Court may direct or otherwise such person may be sued for the penalties contained in such regulation.

AND WHEREAS, Our Governor in Council, hath, this day been pleased to make under the authority, and in pursuance of the said above in part recited Act, certain regulations as follows, that is to say:—

Miscellaneous.

1.—Vessels coming up the St. Lawrence.

That all boats, ships and other vessels, except the Canadian Mail Steamers, which henceforth and during the eight months next following the First day of April in each and every year shall arrive in the Port of Quebec, from any port or ports, place or places, in Europe or elsewhere out of Canada, by way of that part of the River St. Lawrence which is below Grosse-Isle, and which shall have at the time of their said arrival, or shall have had during their passage from the places where they respectively cleared, any person on board labouring under Asiatic Cholera, Fever, Small Pox, Scarlatina or Measles, or other infectious and dangerous disease, or on board of which any person shall have died during such passage, or which, being of less tonnage than seven hundred tons measurement, shall have on board thirteen or more Steerage Passengers, or which being of greater tonnage than seven hundred tons measurement, shall have on board fifty or more Steerage Passengers or which shall have come from some infected Port, shall make their Quarantine at Grosse-Isle in the River St. Lawrence, and there remain and continue until such boats, ships or vessels shall be discharged from such Quarantine, by such license or passport, and discharge, given without fee or emolument of any kind, as shall be directed or permitted by such order or orders as shall be made by the Governor, with the advice of the Privy Council and until the said boats, ships and vessels shall respectively have performed such Quarantine, and shall be discharged therefrom by such license or passport and discharge as aforesaid, persons, goods or merchandize, which shall be on board such boats, ships or vessels, shall not come or be brought on shore, or go or be put on board of any other ship or vessel in Canada, except on Grosse-Isle aforesaid, when duly required by competent authority.

2.—Port of Quebec.

That all boats, ships and vessels which henceforth and during the eight months aforesaid, shall arrive at the Port of Quebec, from any port or ports in Europe, place or places, or elsewhere as aforesaid, of the class or description hereinbefore mentioned, as liable and bound to make their Quarantine at Grosse-Isle, do make their further Quarantine in the Harbour of Quebec, according to the Regulations hereinafter provided.

3.—Grosse-Isle.

All boats, ships and vessels of the class and description hereinbefore mentioned, as liable to make their Quarantine at Grosse-Isle, shall anchor within the space included between Grosse-Isle and a line drawn parallel to it, through the Red Buoy, to be placed as heretofore under the direction of the Superintendent of Pilots, and bounded on the East and West by lines drawn due South from the Western Extremities of Cliff Island and Grosse-Isle. The Island shall be so divided as to leave one portion thereof for the hospitals, and for the treatment and reception of those who are labouring under or who are threatened with any of the following

Miscellaneous.

following diseases, namely : Asiatic Cholera, Fever, Small Pox, Scarlatina or Measles, or any other infectious and dangerous disease ; and the remaining portion for the reception and accommodation of all passengers and other persons who shall be landed and detained upon the said Island, who shall not labour under or be threatened with any of the said diseases, and no person or persons, unless on duty, shall be permitted to pass from one of the said portions of the said Island to the other, unless they have pass-ports signed by the Medical Superintendent.

4.—*Establishment at Grosse-Isle.*

The Establishment at Grosse-Isle shall consist of a Medical Superintendent, an Hospital Steward, and such Officers, Employes and Orderlies as may be appointed or employed to meet the Exigencies of the Service.—The Medical Superintendent shall be authorized to see the Quarantine duly performed, and for this purpose shall have full power and authority over all officers and other persons whatsoever in Grosse-Isle, or attached to that station, and be authorized to call upon all persons to aid him in enforcing the law and these regulations, and in case of his death, sickness or absence, the Officer next in rank employed on the Island, shall have the power and authority aforesaid.

5.—*Medical Superintendent.*

The Medical Superintendent (or in case of his death, sickness or absence, the Officer next in rank employed on the Island) shall enforce the said Law and these Regulations, and shall direct boats, ships or vessels to go to such place or places to perform Quarantine, as it may be necessary to send them to. He shall direct all boats, ships or vessels, liable to perform Quarantine, to be brought to anchor within the limits of the Quarantine Anchorage, and generally do all that may be required to enforce rigid obedience to the said law and these Regulations. He shall permit all passengers, or other persons landed on the said Island, to be re-embarked or shipped on board any Steamboat or other Vessel when the vessel is in a fit state to receive them, and that they have been examined by him and found in a fit state for re-embarkation or for leaving the said Island : and that all such passengers and persons, with their luggage, have been washed, cleansed and purified, and that there does not exist amongst those who are about to proceed, or leave the said Island, any case or symptoms of Asiatic Cholera, Fever, Small Pox, Scarlatina or Measles, or other infectious and dangerous disease.

He shall also go off to vessels bound to make their Quarantine at Grosse-Isle as aforesaid, and put the following questions to the Masters or persons in charge, viz :

1. What is your name and that of your vessel ?
2. From whence did you sail, and date ?
3. What is your cargo, and whence taken on board ?
4. At what place or places did your vessel touch in her voyage ?

Miscellaneous.

5. Was such place or places, or any and which of them, infected with the cholera, plague, or any pestilential fever or disease ?

6. How many persons were on board when the vessel sailed ?

Cabin passengers ?

Steerage passengers ?

Crew ?

7. Have any person or persons during the voyage been infected ? or are there now any infected with the cholera, plague or any pestilential fever or disease ?

8. Did any person or persons, and how many die during the voyage, and from what distemper ?

9. Did you or any of the ship's company or passengers, with your privity, go on board any ship or vessel, or did any of the company of any ship or vessel come on board your ship in the voyage, and from what port did she sail last ?

10. Did you or any of your ship's company or passengers with or without your privity or consent, land at any place within Canada ?

11. Have you any person on board who is lunatic, idiotic, deaf and dumb, blind or infirm, and are such accompanied by relations able to support them ?

If the answers be satisfactory, he shall give a Clean Bill of Health to the Master or person in charge ; and such vessels may then proceed to the harbour of Quebec. If the answers be not satisfactory, or the Medical Superintendent has any reason to suspect fraud on the part of the Master or person in charge, crew or passengers, he shall immediately order the vessel to such place as may be appointed for vessels detained under Quarantine of Observation ; he shall call for the ship's papers, passengers' lists and log-books, and inspect them thoroughly so as to ascertain the whole of the occurrences during the voyage, and should he meet with any resistance, he will make such signal as may be determined on to show that assistance is necessary.

The medical superintendent shall also board all vessels he may consider necessary to inspect. He shall have charge of all vessels detained in Quarantine. He shall direct, if necessary, all steerage passengers to be landed with their luggage. And shall superintend the cleansing and disinfection of vessels. He shall direct the number of passengers to be landed, distinguishing those who require to be treated for pestilential or infectious diseases, and who are to be landed at that part of the said island set apart for such treatment, from those who do not require such treatment, and who may be landed at that part of the said island set apart for the reception of the healthy and those free from pestilential or infectious diseases, and he shall be careful that all such persons shall be landed at

such

Miscellaneous.

such places respectively. He shall have medical charge of all cabin passengers who do not disembark, and who may be labouring under any other than pestilential or infectious disease; and shall order all passengers and persons on board any such ship or vessel who shall labour under any pestilential or infectious disease, to be landed with their luggage according to the foregoing regulation.

He shall give medical treatment on board in all cases of slight diseases which are not by these regulations specially required to be treated on shore, and when it shall be deemed advisable not to land the passengers on the said Island. He shall whenever a vessel is cleansed, ventilated and purified, direct such vessel to receive on board the whole or any portion of the passengers, or whether the whole or any and which of the said passengers shall remain on the said Island, to proceed up the river by some other mode of conveyance, and he shall, so soon as the passengers are re-embarked on board their ship, or on board any ship or vessel leaving the said Island, give a passport or Clean Bill of Health to the Master or person having such vessel in charge, to proceed to Quebec. He shall make returns of the vessels boarded by him as soon as possible after such vessels are visited.

The Medical Superintendent shall have charge of the Hospitals. He shall receive into the Hospitals set apart for the treatment of pestilential and infectious diseases, all persons labouring under or threatened with any such disease. He shall have the general superintendence and direction of every thing relating to the sick. He shall visit and inspect all passengers who shall be landed from any vessel, and distribute them as he shall think expedient either on that part of the Island appropriated for the treatment of pestilential or infectious diseases, or on the part of the said Island appropriated to healthy passengers. Upon the recovery of persons treated for any such disease he shall, after due precaution, transfer such persons to the healthy part of the said Island. He shall superintend the cleansing, washing and purifying of all passengers, and the unpacking and ventilating of their baggage, and when they are in a fit state to proceed, he shall, if need be, cause any baggage or any part of it to be burned or otherwise destroyed.

6.—*Traders, Suttlers, Grocers and others.*

No persons following the business of Suttlers, Traders, Grocers or other occupations, or concerned in buying or selling, shall be allowed to reside upon the Island, except under the license and strict control of the Medical Superintendent, who will have full authority to discharge and send from the Island, all or any such persons, reporting the fact of such discharge and the reason therefor, for the information of the Governor General or person administering the government. All such persons in any way engaged in selling or traffic on the said Island shall be regulated as to prices by lists to be furnished by the Medical Superintendent from time to time, assisted by the Emigrant Agent at Quebec. He shall strictly enquire into and decide upon all complaints of misconduct or breach of the regulations

Miscellaneous.

gulations by persons so trading ; he shall see that no officer or person employed by the Government, or in any public employment on the said Island, has directly or indirectly any interest or concern in any supply of provisions, or other things to be supplied or furnished, bought or sold upon the said Island, or directly or indirectly receives or takes any private gratuity or reward for any service rendered to any Masters or Crews of Vessels, Passengers or other persons upon the said Island. And it shall be the duty of all persons to whose knowledge any breach of this Regulation shall come, to report the same forthwith to the Medical Superintendent, who shall enquire into the facts alleged, and may suspend from his office any person so charged until the pleasure of the Governor General shall be known respecting the person so charged.

7.—*Saint Lawrence Pilots.*

Pilots having been furnished with copies of the said Act and of these regulations, and also of the laws regulating Emigration, shall exhibit the same to the Master or person in charge of every vessel they may board. Every Pilot having charge of a vessel of the description of those liable to make Quarantine at Grosse-Isle as aforesaid, shall bring her to anchor within the limits of the anchorage ground at Grosse-Isle hereinbefore defined. They shall also keep a Union-Jack flying at the peak of all vessels under their charge, until boarded by the proper officers. On arriving at Quebec, if the vessel has received a clean Bill of Health from the Medical Superintendent at Grosse-Isle, and has not been detained there on account of sickness or suspicion thereof, she may bring to at any place within the following limits in the Port of Quebec, viz : the whole space of the River St. Lawrence, from the mouth of the River St. Charles to a line drawn across the said River St. Lawrence, from the Flag-staff on the Citadel or Cape Diamond at right angles to the course of the said River, but must not communicate with the shore or with any other vessel or boat until boarded by the Inspecting-Physician ; but if the vessel be of the class of those not liable to make their Quarantine at Grosse-Isle, she may either bring to at any place within the aforesaid limits, in the Port of Quebec, or she may proceed at once to the Ballast Ground.

8.—*Passengers.*

On the arrival of any vessel at Grosse Isle, on board of which there shall be or shall have been during the passage any case of Cholera, Fever, Small Pox, Scarlatina or Measles, or other infectious or dangerous disease, and in all other cases when it shall be considered necessary by the Medical Superintendent, the steerage passengers shall be landed with their luggage, and washed and purified and shall be permitted to re-embark and proceed in the same vessel, or shall be detained and embarked in some steamboat or other vessel, as shall be directed by the Medical Superintendent. The passengers in the principal cabin shall not be landed except in cases of sickness, and may at all times proceed with the vessels, or otherwise, after having washed and purified their luggage to the satisfaction and with the passport of the Medical Superintendent.

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9.—*Vessels.*

All Vessels liable to make their Quarantine at Grosse-Isle, on their arrival there, shall anchor within the limits of the Anchorage Ground at Grosse-Isle hereinbefore defined, until boarded by the Medical Superintendent : and if they shall not be detained at Grosse-Isle on account of sickness or suspicion thereof, shall receive a Clean Bill of Health, and may proceed to the Harbour of Quebec, and there anchor at any place within the limits of that portion of the Port of Quebec hereinbefore defined, and there remain without communication with the shore, or any other vessel or boat until finally discharged from Quarantine by the license or pass-port aforesaid ; but if any such vessel shall have been detained at Grosse-Isle from sickness or suspicion thereof, it shall anchor at the mouth of the River St. Charles, and there remain until finally discharged from Quarantine as aforesaid.

Vessels arriving at Grosse-Isle from any infected port or place, or one supposed to be infected, and on board of which no pestilential disease shall have declared itself during the passage, may be kept under Quarantine of Observation for a period of not more than three days, during which time the passengers and crew thereof shall be subjected to a strict purification under the direction of the Medical Superintendent. All vessels detained in Quarantine shall be cleansed and ventilated, and their between decks, if not painted or varnished, shall be well whitewashed, but if painted or varnished, shall be thoroughly scrubbed with soap and water or ley, and such portion of the ballast as the Medical Superintendent shall order, shall be thrown over board, under his immediate superintendence, or that of some person to be appointed by him for that duty.

In all cases where vessels having passengers on board, on account of sickness amongst such passengers, shall be detained in Quarantine, the Master or person in charge may, on application to the Medical Superintendent at Grosse-Isle, be allowed to land the said passengers with their luggage ; and the vessel being properly cleansed, purified and disinfected under the superintendence and with the license of the Medical Superintendent, may proceed up the river without the said passengers, upon the master or person in charge paying to such person as shall be appointed to receive the same, one shilling and three pence for each passenger, to bear the expense of their conveyance to Quebec, and also at the rate of one shilling per diem for each of the said passengers, to reimburse the expense of their maintenance at Grosse-Isle, for the time during which such vessel, in the judgment of the Medical Superintendent, would have had to be detained in Quarantine waiting for the passengers not affected with any of the pestilential or infectious diseases aforesaid, otherwise such vessel shall be detained in Quarantine until the passengers not sick of the aforesaid diseases, shall be cleansed, washed, purified and disinfected.

*Miscellaneous.*10.—*Inspecting Physician at Quebec.*

An Inspecting-Physician at Quebec shall go off to all vessels arriving at Quebec or at the mouth of the river St. Charles, and put the following questions to the Masters or persons in charge, viz :

1. When did you leave Grosse-Isle ?
2. Exhibit to me your pass-port from Grosse-Isle ?
3. How many persons have you on board ?
Cabin passengers ?
Steerage passengers ?
Crew ?
4. Number left at Grosse-Isle ?
5. Have any person or persons been taken sick since you left Grosse-Isle ?
6. Have any died ? State number, names and disease ?
7. Have any person or persons come on board or left your vessel since you left Grosse-Isle ?
8. Have you any person on board who is lunatic, idiotic, deaf and dumb, blind or infirm, and are such accompanied by relations able to support them ?

And moreover, he shall require all Masters, or persons in charge of vessels liable to make their Quarantine at Grosse-Isle, to exhibit to him the license or pass-port which they shall have received from the Medical Superintendent at the Quarantine Station ; and such Masters or persons in charge shall forthwith exhibit the same for examination, to the said Inspecting-Physician at Quebec, who, if he shall find, as well from the answer he may receive as from the tenor of the pass-port and the actual state of the health of the passengers and crew, that sickness does not exist on board, he shall then grant to the Master, or person in charge of such vessel, a Certificate in writing setting forth the healthy state of the passengers and crew, to the end that such vessel may obtain a final discharge from Quarantine. But, if on the contrary, such Inspecting Physician at Quebec shall find any case of pestilential or infectious disease on board, or shall have just cause to apprehend the breaking out of any such malady, it shall then be his duty to hoist a yellow flag at the main top-gallant-mast head, and shall cause the vessel to return to or remain and be detained at the mouth of the River Saint Charles for further observation and inspection ; and having acquainted the Master or person in charge with the penalties to be incurred if he should permit any communication with his vessel until released from Quarantine, he shall report all the circumstances to the Minister of Agriculture for the information of the Governor-General ; and if it shall appear to the said Inspecting Physician at any time that such vessel shall have passed the Quarantine station at Grosse Isle without stopping

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to make Quarantine, being liable thereto, and should therefore be sent down to Grosse-Isle, or that such vessel having already cleared from Grosse Isle, should return thereto, there to land the passengers, he shall order the Master or person in charge to proceed or return with such vessel to Grosse-Isle, and such Master or person in charge shall obey such order, And the proper Officers at Grosse-Isle shall observe, in respect of such vessels, the same rules and regulations as are provided for vessels arriving at Grosse-Isle with sick. Should the Inspecting Physician at Quebec meet with any resistance in the discharge of the duty required of him by this regulation, he will immediately enforce the same by all lawful means at his disposal.

Any Steamboat or other vessel that shall have towed or otherwise communicated with a vessel of the class of vessels liable to make their Quarantine at Grosse-Isle, not having the discharge from Quarantine of the Medical Superintendent at Grosse-Isle, shall be subject to the same regulations and instructions as herebefore provided, respecting vessels not discharged from Quarantine.

No Steamboat shall be allowed to proceed to Grosse-Isle for the purpose of taking on board passengers direct from that Island, without previously obtaining from the Collector of Customs of the Port of Quebec, a written Permit to that effect ; subject nevertheless to the regulations hereinbefore provided.

No Vessel shall be entered or cleared at the Port of Quebec or Montreal, until all the requirements of the foregoing Regulations in reference to such Vessel shall have been fully complied with.

II.—*Port of Halifax.*

That all boats, ships or vessels coming into the Harbour of Halifax in the Province of Nova-Scotia, which shall have at the time of their said arrival, or shall have had during their passage from the places where they respectively cleared, any person on board labouring under Asiatic Cholera, Fever, Small Pox, Scarlatina or Measles, or other infectious and dangerous disease, or on board of which any person shall have died during such passage, or which, being of less tonnage than seven hundred tons measurement, shall have on board thirteen or more Steerage Passengers, or which being of greater tonnage than seven hundred tons measurement, shall have on board fifty or more Steerage Passengers or which shall have come from some infected Port, shall make their Quarantine in the Harbour of Halifax, on board such vessels or at such place on shore, and in such manner as shall be directed by the inspecting Physician of the said Port of Halifax, and there remain and continue until such ships or vessels shall be discharged from such Quarantine, by such license or passport, and discharge, given without fee or emolument of any kind, as shall be directed or permitted by such order

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order or orders as shall be made by the Governor, with the advice of the Privy Council ; and until the said ships and vessels shall respectively have performed such Quarantine and shall be discharged therefrom by such license or passport and discharge as aforesaid, persons, goods or merchandize, which shall be on board such boats, ships or vessels, shall not come or be brought on shore, or go or be put on board of any other ship or vessel in Canada, except at such place indicated as aforesaid when duly required by competent authority.

All boats, ships or vessels of the class and description hereinbefore mentioned, as liable to make their Quarantine in the Harbour of Halifax, shall anchor within a mile of the southern end of George's Island, there to be inspected by the Inspecting Physician, and ordered, according to circumstances as aforesaid.

The Inspecting Physician of the Port of Halifax shall visit, on their arrival, such boats, ships or vessels, and shall direct them as best calculated for the Public Health, and in accordance with the intent and meaning of the present regulations and orders in Council, which may be communicated to him from time to time.

12.—*Port of Saint John.*

That all boats, ships or vessels coming into the Harbour of St. John, in the Province of New-Brunswick, which shall have at the time of their said arrival, or shall have had during their passage from the places where they respectively cleared, any person on board labouring under Asiatic Cholera, Fever, Small Pox, Scarlatina or Measles, or other infectious and dangerous disease, or on board of which any person shall have died during such passage, or which, being of less tonnage than seven hundred tons measurement, shall have on board thirteen or more Steerage Passengers, or which being of greater tonnage than seven hundred tons measurement, shall have on board fifty or more Steerage Passengers or which shall have come from some infected Port, shall make their Quarantine in the Harbour of St. John, on board such vessels or on Patridge Island, and in such manner as shall be indicated by the Inspecting Physician of the said Port of St. John, and there remain and continue until such ships or vessels shall be discharged from such Quarantine, by such license or passport, and discharge, given without fee or emolument of any kind, as shall be directed or permitted by such order or orders as shall be made by the Governor with the advice of the Privy Council ; and until the said Ships or Vessels shall respectively have performed such Quarantine, and shall be discharged therefrom by such license or passport and discharge as aforesaid, persons, goods or merchandize, which shall be on board such boats, ships or vessels, shall not come or be brought on shore, or go or be put on board of any other ship or vessel in Canada, except on the said Patridge Island when duly required by competent authority.

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All boats, ships or vessels of the class and description hereinbefore mentioned as liable to make their Quarantine in the said Harbour of St. John, shall anchor within a mile of the outside or southern end of Partridge Island, (unless forced by stress of weather to anchor inside the said Island, in which case such vessels shall anchor as close as practicable to the said Island,) there to be inspected by the Inspecting Physician and ordered according to the circumstances as aforesaid.

The Inspecting Physician of the Port of St. John shall visit, on their arrival, such boats, ships or vessels, and shall direct them as best calculated for the Public Health, and in accordance with the intent and meaning of the present Regulations and such orders in Council as may be communicated to him from time to time.

13.—*Inspecting Physicians of the Ports of Halifax and St. John.*

The Inspecting Physicians of the Ports of Halifax and Saint John (or any medical officer nominated to act as assistant or in their absence) shall have, respectively, the control over all officers and employés, who may be appointed or employed for the service of the Quarantine in the said Ports, respectively, and the medical attendance over the sick and healthy passengers, or crew detained on board, or who may have been landed to undergo the said Quarantine on shore, and the said inspecting physicians shall have, respectively, the same duties to perform and the same authority as those hereinbefore assigned to the Medical Superintendent of the Quarantine of Grosse-Isle, and shall fulfil the said duties and exercise the said authority in the same manner as prescribed for the said Medical Superintendent.

14.—*Vessels in Quarantine at the Ports of Halifax and St. John.*

In all cases where vessels having passengers on board, on account of sickness amongst such passengers, shall be detained in Quarantine, the Master or person in charge may, on application to the inspecting physician of the said Ports of Halifax or St. John respectively, be allowed to land the said passengers with their luggage; and the vessel being properly cleansed, purified and disinfected under the superintendence and with the licence of the inspecting Physician, may proceed up the harbour without the said passengers, upon the master or person in charge paying to such person as shall be appointed to receive the same, ten pence for each passenger, to bear the expense of their conveyance, and also at the rate of one shilling per diem for each of the said passengers, to reimburse the expense of their maintenance for the time during which such vessel, in the judgment of the Inspecting Physician, would have had to be detained in Quarantine waiting for the passengers not affected with any of the pestilential or infectious diseases aforesaid, otherwise such vessel shall be detained in Quarantine until the passengers not sick of the aforesaid diseases, shall be cleansed, washed, purified and disinfected.

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15.—Pilots of the Ports of Halifax and St. John.

Pilots of the Ports of Halifax and St. John respectively, having been furnished with copies of the said Act, and of these regulations, shall exhibit the same to the Master or person in charge of any boat, ship or vessel they may board:—every Pilot having charge of a vessel of the description of those liable to make Quarantine at the Ports of Halifax or St. John respectively, shall bring her to anchor within the limits of the anchorage grounds hereinbefore defined for the said Ports respectively:—They shall also keep a Union Jack flying at the peak of all vessels under their charge, until boarded by the proper Medical Officer aforesaid.

16.—General Provisions

All vessels trading between any ports or places within Canada, and not having touched at any ports or places without the Dominion, nor communicated with any other vessel which shall have arrived from any port without the Dominion, shall be exempt from the foregoing rules and regulations, so far as respects the necessity of going to or stopping at the anchorage ground aforesaid; nor shall the said rules and regulations apply to any Vessel of War, or to Transports or Vessels having Queen's Troops on board accompanied by a Medical Officer, and in a healthy state, or to any Steamer, unless sickness or death may have occurred during the passage.

No Vessel shall be entered or cleared at the Port of Quebec or Montreal, until all the requirements of the foregoing Regulations in reference to such Vessel shall have been fully complied with.

Any person who shall contravene, either by omission or commission, any of the foregoing Regulations, shall for every such offence incur and pay a Fine not exceeding FOUR HUNDRED DOLLARS, to be recovered in the manner prescribed by the said Act; and every person who, upon conviction of any such offence, shall fail to pay the amount of fine which he shall have been condemned to pay, shall be imprisoned until such Fine be paid.

AND

all previous orders or regulations are hereby revoked. Now KNOW YE that we do hereby command, and enjoin upon all our loving subjects that they do take notice of and obey the said Regulations so made, as aforesaid and govern themselves accordingly.

By Command,

HECTOR L. LANGEVIN,
Secretary of State.

23nd. May 1868.

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PAUPER IMMIGRANTS.—REGULATIONS RESPECTING THE LANDING OF
 PROCLAMATION.

CANADA.

MONK.

VICTORIA by the Grace of God, of the United Kingdom of Great Britain and Ireland, QUEEN, Defender of the Faith, &c., &c., &c.

To all to whom these presents shall come or whom the same may in any wise concern—GREETING :

J. A. MACDONALD, } WHEREAS it is, by an Act passed in the Parliament
 Minister of Justice } of Canada, in the thirty-first year of Her Majesty's Reign, intituled : "An Act relating to Quarantine and Public Health," amongst other things, in effect enacted that the Governor in Council may, from time to time, make such regulations as he thinks proper, concerning (amongst other matters) the entry or departure of Boats or Vessels at the different ports or places in Canada, and concerning the landing of passengers or cargoes from such Boats or Vessels, or the receiving of Passengers or cargoes on board of the same as may be thought best calculated to preserve the Public Health ; and that the pauper state and condition in which Immigrants are frequently landed at Quebec, destitute of any means of providing the necessaries of life, or of transport to other parts of Canada, or so landed with the object of procuring through charity such necessaries of life and transport to territory beyond the Dominion, is detrimental to the Public Health in Canada, and is calculated to promote the introduction, or dissemination, of disease into or in Canada.

AND WHEREAS OUR Governor in Council hath been pleased to make, under the authority and in pursuance of the said above in part recited Act, certain regulations, that is to say :

1. That upon the arrival of any Immigrant or Passenger, Sailing or Steam Vessel, at the Port of Quebec, the Inspecting Physician at that port shall have power, and it shall be his duty, to make enquiry of any Immigrant or Immigrants as to the means in his, her or their possession for providing upon landing the necessaries of life and for disbursing all sums necessary for the transport of them and their families to their point of destination ; and such Inspecting Physician, it satisfied that such Immigrant or Immigrants is or are not a Pauper or Paupers, but in possession of sufficient money, for the purposes herein mentioned, may grant a permit to the same to land, provided that all the provisions of any statute and all other regulations in force under the Act hereinbefore recited or any Proclamation thereof be complied with. And no Immigrant or Immigrants as to whom such enquiry shall be made shall be allowed to depart from the said Vessel, without such permit

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2. If upon any such enquiry the Inspecting Physician shall see fit to refuse a permit, it shall be his duty to cause the said Vessel to return to, or remain and be detained at the mouth of River St. Charles, and the Master of such Vessel shall not allow the Immigrant or Immigrants in respect of whom the permit has been refused, to land in any part of Canada, or to depart from the Vessel, but he shall keep such Immigrant or Immigrants on board the same and transport them therein on the departure of the said Vessel, from Quebec, unless the Inspecting Physician shall subsequently see fit to grant such permit.

3. Any Master, Officer or Seaman of a Vessel, who shall allow the departure of any Immigrant or Immigrants without such permit, and any person who shall aid, assist or connive at the landing of any Immigrant without such permit or who shall contravene, either by commission or omission any of the foregoing Regulations, shall be liable to a penalty not exceeding \$400 in any case, and the offender may be imprisoned until the same is paid.

4. The Inspecting Physician shall report to the Collector of Customs at the Port, the case of any Vessel, in which have arrived any Immigrant or Immigrants, to whom such permit has been refused, and no Vessel shall be entered or cleared at any Custom House, until these regulations have been complied with.

Now Know YE and we do hereby command and enjoin upon all our loving subjects, that they do take notice of and obey the said Regulations so much as herein set forth and govern themselves accordingly.

By Command,

HECTOR L. LANGEVIN, *Secretary of State.*

19 June 1868.

DOWNING STREET,

23rd July 1868.

MY LORD,

Adverting to the altered circumstances of Canada, which would render unsuitable the general Table of Precedence laid down in the Book of Colonial Regulations, I have the honor to transmit to you, by the Queen's command, an amended Table of Precedence, which has received Her Majesty's approval, for the Dominion of Canada.

I have &c.,

BUCKINGHAM & CHANDOS.

Governor
The Right Honble. } &c., &c., &c.
VISCOUNT MONCK,

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TABLE OF PRECEDENCE WITHIN THE DOMINION OF CANADA.

1. The Governor General or officer administering the Government.
2. Senior Officer commanding Her Majesty's Troops within the Dominion, if of the rank of a General and officer commanding Her Majesty's Naval Forces on the British North American Station, if of the rank of an admiral. Their own relative rank to be determined by the Queen's Regulations on this subject.
3. The Lieutenant Governor of Ontario.
4. " " " " Quebec.
5. " " " " Nova Scotia.
6. " " " " New Brunswick.
7. Archbishops and Bishops according to seniority.
8. Members of the Cabinet according to seniority.
9. The Speaker of the Senate.
10. The Chief Judges of the Courts of Law and Equity, according to seniority.
11. Members of the Priyy Council, not of the Cabinet.
12. General Officers of Her Majesty's Army serving in the Dominion, and officers of the rank of Admiral in the Royal Navy, serving on the British North American Station, not being in the Chief Command; the relative rank of such officers to be determined by the Queen's Regulations.
13. The Officer commanding Her Majesty's Troops in the Dominion, if of the rank of Colonel or inferior rank, and the Officer commanding Her Majesty's Naval Forces on the British North American Station, if of equivalent rank; their relative rank to be ascertained by the Queen's Regulations.
14. Members of the Senate.
15. Speaker of the House of Commons.
16. Puisne Judges of Courts of Law and Equity according to seniority.
17. Members of the House of Commons.
18. Members of the Executive Council (Provincial) within their Province.
19. Speaker of the Legislative Council within his Province.
20. Members of the Legislative Council within their Province.
21. Speaker of the Legislative Assembly within his Province.
22. Members of the Legis'lative Assembly within their Province.

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TITLES UNDER CONFEDERATION.

DOWNING STREET,
24th July 1868.

MY LORD,

In consequence of the confederation of the British Provinces, some revision of the former usage there, about titles, has become necessary, and I have the honor to inform you that Her Majesty has been pleased to approve of the adoption of the following Regulations :

1. The Governor General of Canada to be styled " His Excellency ".
2. The Lieutenant-Governors of the Provinces to be styled " His Honor ".
3. The Privy Councillors of Canada to be styled " Honorable " and for life.
4. Senators of Canada to be " Honorable " but only during office, and the Title not to be continued afterwards.
5. Executive Councillors of the Provinces to be styled " Honorable," but only while in office, and the Title not to be continued afterwards :
6. Legislative Councillors in the Provinces not in future to have that Title ; but gentlemen who were Legislative Councillors at the time of the Union, to retain their Title of " Honorable " for life.
7. The President of the Legislative Council in the Provinces to be styled " Honorable " during office.
- 8 The Speakers of the House of Assembly in the Provinces to be styled " Honorable " during office

I have &c.

BUCKINGHAM & CHANDOS.

Governor
The Right Honorable, } &c., &c., &c.
VISCOUNT MONCK.

Miscellaneous.

INDIAN LANDS IN ST.-LOUIS.—CERTAIN LAW EXTENDED TO.—

CANADA :

VICTORIA, by the Grace of Good, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, &c., &c., &c.

To all to whom these presents shall come or whom the same may in any wise concern—greeting :

JOHN A. MACDONALD, } **W**HEREAS in and by an Act of the Parliament of Canada, passed in the thirty first year of our Reign, *Attorney General* } and intituled : “ An Act providing for the organization of the Department of the Secretary of State of Canada and for the management of Indian and ordnance Lands ” it is, amongst other things, in effect enacted that the provisions in the eighteenth and the four next following sections, that is to say, the nineteenth twentieth, twenty first and twenty second sections of the said Act contained, shall extend to such Indian Lands only as the Governor, from time to time, by Proclamation published in the Canada Gazette, declares and makes subject to the same, and so long only as such Proclamation remains in force :

And whereas it has been deemed expedient by our Governor that the said provisions should be extended to the following lands, that is to say, The Seigniory of St. Louis, in the Province of Quebec, the said land belonging to or being occupied by the Tribe of Iroquois Indians, or a band or body thereof : Now therefore know ye that we, taking the same into Our Royal consideration, and approving of the extension of the said provisions of the said Act to the said lands hereinbefore described, do hereby declare and make all and singular the said lands hereinbefore mentioned, that is to say, the seigniory of Saint Louis and every part thereof, subject to the said provisions in the said eighteenth, nineteenth twentieth, twenty first and twenty second sections of the said Act contained, according to the form of the Statute in such case made and provided ; of all which premises all our Justices, Sheriffs, Bailiffs, constables and other officers of Justice, and all other our liege subjects are hereby required to take notice and govern themselves accordingly.

In testimony whereof, &c.,

By Command,

HECTOR L. LANGEVIN,
Secretary of State.

23rd September 1868.

Miscellaneous.

BRIDGE, CLIFTON SUSPENSION. — TARIFF OF TOLLS.

GOVERNMENT HOUSE, OTTAWA,

Monday, 22nd day of March, 1869.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Honorable the Acting Minister of Public Works, and under the provisions of the seventh section of the Act 31 Vic. Cap. 82, His Excellency has been pleased to order, and it is hereby ordered, that the By-Law passed by the "Clifton Suspension Bridge Company," on the Second day of March instant, and hereunto appended, establishing a Tariff of Tolls to be demanded for going upon or crossing the said Bridge, be and the same is hereby approved.

WM. H. LEE,
Clerk Privy Council.

A By-Law to Regulate the Toll to be taken by the Clifton Suspension Bridge Company, for crossing their Suspension Bridge,

Be it enacted by the Clifton Suspension Bridge Company, that the rate of toll to be demanded for going upon, or crossing the Suspension Bridge over the Niagara River, from the side of the Province of Ontario, shall be as follows :

For each carriage or vehicle drawn by two horses, including the driver thereof, fifty cents ;—for each single horse carriage, and driver, thirty-five cents ;—for each other person, twenty cents.

Adopted and established by the Clifton Suspension Bridge Company, at a meeting held at their office, in the town of Clifton, this Second day of March, 1869, — and attested herewith by the signatures of the President and Secretary of said Corporation, and the Corporate Seal of said Company.

DELOS DEWOLF, President

VIRUS W. SMITH, Secretary.

Miscellaneous,

DOMINION DAY, 1ST JULY, TO BE CELEBRATED EVERY YEAR,

PROCLAMATION.

CANADA.

By his Excellency The Right Honorable SIR JOHN YOUNG, Baronet, one of Her Majesty's Most Honorable Privy Council, Knight Grand Cross of the Most Honorable Order of the Bath, Knight Grand Cross of the Most Distinguished Order of St. Michael and Saint George, Governor General of Canada.

To all to whom these presents shall come, or whom the same may concern—
GREETING :

JOHN A. MACDONALD, *Min. of Justice.* **W**HEREAS by Royal Proclamation dated at Windsor Castle on the 22nd day of May, in the year of Our Lord 1867, Her Most Gracious Majesty did ordain, declare, and command, that on and after the 1st day of July, 1867, the Provinces of Canada, Nova Scotia and New Brunswick should form and be one Dominion under the name of Canada ;

AND WHEREAS the Anniversary of the formation of the Dominion of Canada falls upon Thursday, the 1st day of July next ensuing ;

AND WHEREAS it is meet and proper that the said Anniversary should be observed and kept ;

NOW KNOW YE, that I, John Young, Governor General of Canada, do hereby proclaim and appoint THURSDAY, the FIRST day of JULY next, and every succeeding First day of July, as the day on which the Anniversary of the formation of the Dominion of Canada be duly celebrated. And I do hereby enjoin and call upon all Her Majesty's loving subjects throughout Canada to join in the due and proper celebration of the said Anniversary on the said FIRST day of JULY next.

GIVEN under my Hand and Seal at Arms, at the Government House, in the CITY of OTTAWA, in the said Dominion, this TWENTY-FIFTH day of JUNE, in the year of Our Lord, one thousand eight hundred and sixty-nine, and in the thirty-third year of Her Majesty's Reign.

JOHN YOUNG.

By Command,

HECTOR L. LANGEVIN,
Secretary of State.

Miscellaneous.

DISALLOWANCE OF JUVENILE OFFENDERS' ACT, NOVA SCOTIA.

GOVERNMENT HOUSE, OTTAWA,

Friday, 20th day of August, 1869.

PRESENT :

•HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

SIR JOHN A. MACDONAED,
 MR. MACDOUGALL, MR. CHAPAIS, } IN COUNCIL.
 MR. ROSE and MR. HOWE.

WHEREAS the Lieutenant Governor of the Province of Nova Scotia, with the Legislative Council and Assembly of that Province, did, on the 21st day of September, A. D. 1863, pass an Act which has been transmitted, entitled as follows, viz :

“An Act to empower the Police Court in the City of Halifax to sentence Juvenile Offenders to the Halifax Industrial School.”

AND WHEREAS the said Act has been laid before the Governor General in Council, together with a Report from the Minister of Justice, setting forth that he is of opinion that the change of the Law proposed in the said Act, cannot be legally effected by an Act of the Provincial Legislature, and therefore recommending that the said Act should not receive the confirmation of the Governor General.

His Excellency the GOVERNOR GENERAL has therefore this day been pleased, by and with the advice of His Privy Council, to declare His Disallowance of the said Act, and the same is hereby disallowed accordingly.

WHEREOF the Lieutenant Governor of the Province of Nova Scotia and all other persons whom it may concern, are to take notice and govern themselves accordingly.

W. A. HIMSWORTH,
 Asst. Clerk, Privy Council.

I, JOHN YOUNG, Baronet, Governor General of Canada, do hereby certify that the Act passed by the Legislature of the Province of Nova Scotia, on the 21st day of September, 1863, entitled “An Act to empower the Police Court in the City of Halifax to sentence Juvenile Offenders to the Halifax Industrial School.” was received by me on the Thirtieth day of January, 1869.

[J. S.] GIVEN under my Hand and Seal this Twentieth day of August, 1869

JOHN YOUNG

Miscellaneous.

JOINT STOCK COMPANIES ACT.—TARIFF OF FEES.

JOINT STOCK COMPANIES, INCORPORATED BY LETTERS PATENT,
UNDER ACT 32 AND 33 VIC. CH. 13.

TARIFF OF FEES.

1. When the proposed Capital Stock of the Company is \$200,000 or upwards..... \$60 00
2. When the proposed Capital Stock is \$100,000 or upwards, and less than \$200,000..... 50 00
3. When the Capital Stock is \$50,000 and less than \$100,000..... \$40 00
4. When the Capital Stock is less than \$50,000..... \$30 00

On application for Supplementary Letters Patent, the fee charged to be one half of the fee on the original Letters Patent.

The issue of Patents to take place through the Department of the Secretary of State of Canada.

I hereby certify that the above Tariff of Fees was approved by His Excellency The Governor General in Council on the 20th day of August 1869.

W. A. HIMSWORTH,
Clerk Privy Council.

ORDNANCE LANDS PLACED IN CLASSES B & C.

Ordnance Lands, Buildings and other properties transferred to the charge, keeping and management of the Minister of Militia and Defence, to be retained for the Defence of the Dominion until further order, and placed in Class B, under the provisions of the 24th Chapter of the Consolidated Statutes of Canada, intituled. "An Act respecting the Ordnance and Admiralty Lands transferred to the Province."

CLASS B.

Temiscouata—On Lake Fort Ingall—Stockaded Barracks.

Laprairie—Barracks and Common.

- (1) *St. Johns*—Old Fort—Infantry Barracks and Land contiguous.
Isle-aux-Noix—And Land at South River.
- (2) *Chambly*—So much of the Land as lies to the North of the Queen's Highway, between the Highway and the water of Chambly Basin between the Chambly Canal on the West and the Eastern Boundary of the said property, excluding property Known as the Barrack Master's Quarters and Field.

(1) These properties have since been placed in Class C.

(2) These properties have since been placed in Class C.

Miscellaneous.

Chauteauguay Reserve.

Prescott—Fort Wellington, with ditch and glacis and Lots from 13 to 36 inclusive.

Kingston—Cartwrights Field, occupied by Militia Volunteer Drill Shed and used as Drill ground.

Toronto—Bathurst Street Barracks and the Ordnance Reserve.

Niagara—Reserve, Barracks and Hospital and Fort Mississagua.

Queenston—Reserve, now occupied by the Trustees of Brock's Monument.

Navy Island—In the River Niagara.

London—Artillery and Infantry Barracks, Hospital and remainder of Reserve.

Chatham—Infantry Barracks and Reserve.

Penetanguishene—So much of Reserve and also Buildings now occupied by Juvenile Reformatory.

Amherstburg—Fort Malden Reserve and Buildings now occupied as a Lunatic Asylum—also Lot Letter A, Dalhousie Street, Amherstburg.

Ottawa—Part of Lot D. Con. C. Nepean, known as the Militia Drill ground and fenced in by the Militia Department.

CLASS C.

The remainder of the Lands, Buildings and property enumerated in the second schedule to the above mentioned Act and not included in class B., are placed in Class C, and may be sold, leased or otherwise used as to the Governor in Council from time to time may seem meet.

I hereby certify that the ordnance Lands, Buildings and properties above mentioned have been placed in Classes B and C, respectively as above stated, by Order of His Excellency the Governor General in Council, bearing date the sixteenth day of November 1869.

W. A. HIMSWORTH,
C. P. C.

COURT HOUSES AND GAOLS TRANSFERRED TO GOVERNMENT OF QUEBEC.

GOVERNMENT HOUSE, OTTAWA,

Friday, 19th November, 1869.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

WHEREAS by the "British North America Act, 1867" certain Public Buildings became the property of Canada, and by 31 Vic. Cap. 12 intituled "Act respecting the Public Works of Canada" the same were placed under the control and management of the Minister of Public Works—

Miscellaneous.

AND WHEREAS amongst such Buildings are the several Court Houses and Gaols hereinafter mentioned, situate in the Province of Quebec. AND WHEREAS the Government of the Province of Quebec, have applied for the transfer to that Province of the Public Buildings in question, and the Hon. the Acting Minister of Public Works, under the authority of the 54th Section of the last mentioned Act, has entered into an arrangement with that Government for such transfer of the same, subject to the conditions hereinafter mentioned—

HIS EXCELLENCY IN COUNCIL, on the recommendation of the Hon. the acting Minister of Public Works, and under the authority aforesaid, has thereupon been pleased to order, and it is hereby ordered, that all and singular the several Court Houses and Gaols, hereinafter mentioned, situate in the Province of Quebec, shall be, and they are hereby granted and transferred to the Government of the said Province of Quebec, that is to say :

Name of Building.	District.	Chef-Lieu.
Court House and Gaol.		
Do	Arthabaska	St. Christophe.
Do	Beauce	St. Joseph.
Do	Beauharnois	Beauharnois.
Do	Bedford	Sweetsburg.
Do	Chicoutimi	Chicoutimi
Do	Gaspé	Percé.
Do	Gaspé	New Carlisle.
Do	Iberville	St. Johns.
Do	Joliette	Joliette.
Do	Magdalen Islands	Amherst.
Do	Montmagny	Montmagny.
Do	Richelieu	Sorel.
Do	Rimouski	St. Germain.
Do	Saguenay	St. Etienne de la Malbaie.
Do	St. Hyacinthe	St. Hyacinthe.
Do	Terrebonne	Ste. Scholastique.
Court House	Quebec	Quebec
Do	Three Rivers	Three Rivers.
Gaol	Montreal	Montreal.
Do	Three Rivers	Three Rivers.

Upon the terms and conditions following, that is to say :

1. That the same and every part thereof respectively, shall be held and taken by the Government of Quebec, with all the privileges and incumbrances therewith, and so that no liability shall exist in the Government of Canada in respect to the same or any incumbrances thereon.

Miscellaneous.

2. That the several Buildings be taken by the Government of Quebec in the state of repair and condition in which they may respectively be at the date of the present Order in Council.

WM. H. LEE, C. P. C.

DISALLOWANCE OF QUEBEC ACT RELATIVE TO PRIVILEGES OF
LEGISLATURE.

GOVERNMENT HOUSE, OTTAWA,

26th day of November, 1869.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL.

THE HON. SIR JOHN A. MACDONALD,	}	IN COUNCIL.
MR. TILLEY, MR. MITCHELL,		
MR. HOWE, SIR FRANCIS HINCKS.		

WHEREAS The Lieutenant Governor of the Province of Quebec, with the Legislative Council and Assembly of the said Province, did, on the 5th day of April 1869, pass an Act which has been transmitted, entitled as follows, viz :
“ An Act to define the privileges, immunities and powers of the Legislative Council and Legislative Assembly of Quebec, and to give summary protection to
“ persons employed in the publication of Parliamentary Papers.”

AND WHEREAS the said Act has been laid before the Governor General in Council, together with a Report from the Minister of Justice, setting forth that he is of opinion that it was not competent for the Legislature to pass such Act, and therefore recommending that the said Act should not receive the confirmation of the Governor General.

His Excellency the Governor General has thereupon this day been pleased, by and with the advice of his Privy Council, to declare His Disallowance of the said Act, and the same is hereby Disallowed accordingly.

WHEREOF the Lieutenant Governor of the Province of Quebec, and all other persons whom it may concern, are to take notice and govern themselves accordingly.

WM. H. LEE, C. P.

I, JOHN YOUNG, Baronet, Governor General of Canada, do hereby certify that the Act passed by the Legislature of the Province of Quebec, on the 5th day of April 1869, entitled : “ An Act to define the privileges, immunities and powers
“ of the Legislative Council and Legislative Assembly of Quebec, and to give
“ summary protection to persons employed in the publication of Parliamentary
“ Papers,” was received by me on the 21st day of May 1869.

[L. S.] GIVEN under my Hand and Seal, this 26th day of November 1869.

JOHN YOUNG.

*Miscellaneous.*DISALLOWANCE OF ONTARIO ACT DEFINING PRIVILEGES OF
LEGISLATURE.

GOVERNMENT HOUSE, OTTAWA,

26th day of November 1869.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL

THE HON. SIR JOHN A. MACDONALD,	}	IN COUNCIL.
MR. TILLEY, MR. MITCHELL,		
MR. HOWE, SIR FRANCIS HINCKS.		

WHEREAS the Lieutenant Governor of the Province of Ontario, with the Legislative Assembly of that Province, did, on the 19th day of December, 1868, pass an Act which has been transmitted, entitled as follows, viz : " An Act " to define the privileges, immunities and powers of the Legislative Assembly, " and to give summary protection to persons employed in the publication of " Sessional Papers."

AND WHEREAS the said Act has been laid before the Governor General in Council, together with a Report from the Minister of Justice, setting forth that he is of opinion that it was not competent for the Legislature of the Province of Ontario, to pass such Act, and therefore recommending that the said Act should not receive the confirmation of the Governor General.

His Excellency The Governor General has thereupon this day been pleased, by and with the advice of His Privy Council, to declare His Disallowance of the said Act, and the same is hereby Disallowed accordingly.

WHEREOF the Lieutenant Governor of the Province of Ontario, and all other persons whom it may concern are to take notice and govern themselves accordingly.

WM. H. LEE,
Clerk Privy Council.

I, JOHN YOUNG, Baronet, Governor General of Canada, do hereby certify that the Act passed by the Legislature of the Province of Ontario, the 19th day of December, 1868, entitled : " An Act to define the privileges, immunities and " powers of the Legislative Assembly, and to give summary protection to persons " employed in the publication of Sessional Papers," was received by me on the 26th day of January 1869.

[L. S.] GIVEN under my Hand and Seal, this 26th day of November, 1869.

JOHN YOUNG.

Miscellaneous.

DISALLOWANCE OF THE ONTARIO SUPPLY BILL OF 1869.

GOVERNMENT HOUSE, OTTAWA,

Thursday, 20th day of January 1870.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

WHEREAS the Lieutenant Governor of the Province of Ontario, with the Legislative Assembly of that Province, did, on the twenty third day of January A. D., 1869, pass an Act which has been transmitted, entitled as follows, viz : " An Act for granting to Her Majesty, certain sums of money required for defraying " the Expenses of Civil Government for the year 1869, for making good certain " sums expended for the Public Service in 1868, and for other purposes."

AND WHEREAS the said Act has been laid before the Governor General in Council, together with a Report from the Minister of Justice, setting forth that he is of opinion that the change of the Law proposed in the sixth Section of the said Act, cannot be legally effected by an Act of the Provincial Legislature, and therefore recommending that the said Act should not receive the confirmation of the Governor General.

His Excellency the Governor General has therefore this day been pleased, by and with the advice of his Privy Council, to declare His Disallowance of the said Act, and the same is hereby disallowed accordingly.

WHEREOF the Lieutenant Governor of the Province of Ontario, and all other persons whom it may concern are to take notice and govern themselves accordingly.

WM. H. LEE,
Clerk Privy Council.

I, JOHN YOUNG, Baronet, Governor General of Canada, do hereby certify that the Act passed by the Legislature of the Province of Ontario, on the 23rd day of January 1869, entitled : " An Act for granting to Her Majesty, certain sums of " money required for defraying the expenses of Civil Government for the year " 1869 ; for making good certain sums expended for the Public Service in 1868, " and for other purposes" was received by me on the twenty sixth day of January 1869.

[L. S.] GIVEN under my Hand and Seal, this twentieth day of January 1870.

JOHN YOUNG.

Miscellaneous.

PUBLIC BUILDINGS, N. B., TRANSFERRED TO PROVINCIAL
GOVERNMENT.

GOVERNMENT HOUSE, OTTAWA,

Friday, 11th day of February, 1870.

PRESENT :

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

Upon the Report of the Honorable the Minister of Public Works, that the properties in the Town of Fredericton, in the Province of New Brunswick, known as the "Government House," and the "Provincial Buildings," and more particularly described in the Schedule hereunto annexed, and forming part of this order, are not required for the use of the Dominion of Canada. His Excellency, on the recommendation of the Honorable the Minister of Justice, and under the provision of the 108th Section of "The British North American Act, 1867," and the 8th item of the third Schedule attached thereto, has been pleased to order and it is hereby ordered, that the said properties shall be, and they are hereby appropriated to the use of the Government and Legislature of the Province of New Brunswick.

WM. H. LEE,
Clerk Privy Council.

SCHEDULE.

Two tracts of land in the Parish of Fredericton, in the County of York, Province of New Brunswick, and bounded as follows, to wit :

The first tract being that on which the Government House and out-houses are erected, bounded North-easterly by the River St. John; South-easterly by Smyth Street, in the Town Plot of Fredericton; South-westerly by the Great Road from Fredericton to Woodstock; and North-westerly by the Lane leading from the said Great Road to the River St. John, at the distance of forty-three chains of four poles each, and fifty links (measured along the said Great Road) from Smyth Street, and containing Fifty Acres, more or less. The said Tract being that which was conveyed by Lieutenant Governor Carleton to His late Majesty George the Third, on the Seventh day of March, A. D. 1816, and recorded in pages 89, 90 and 91, No. 1609 of Book E, of the records of the said County of York.

The second tract being that on which the Legislative and other Public Buildings are erected in the aforesaid Town Plot of Fredericton, bounded north-westerly by St. John Street, south-westerly by King Street, south-easterly by Secretary's Lane, and north-easterly by Queen Street, and containing two acres and two roods, more or less.

Miscellaneous.

ROAD, HUNTINGDON AND ST. FRANCIS.—RATES OF TOLLS ON—

GOVERNMENT HOUSE, OTTAWA,

Tuesday, 9th day of August, 1870.

PRESENT :

HIS EXCELLENCY THE GOVERNOR-GENERAL IN COUNCIL.

ON the recommendation of the Honorable the Minister of Public Works, and under the authority given by the 58th Section of the Act 31 Vict. Cap. 12, intituled: "An Act respecting the Public Works of Canada." His Excellency has been pleased to Order, and it is hereby Ordered, that on from and after the 15th day of September next, the following rates of toll shall be and they are hereby imposed, and authorized to be levied and collected in and upon the Public Work known as the "Huntingdon and St. Francis Road," that is to say:—

	Summer rate.	Winter rate.
For any Vehicle drawn by two or more horses or cattle, passing over road once.....	20 cents.	15 cents.
For the same going and returning the same day.....	30 cents.	23 cents.
For any Vehicle drawn by one horse or other beast of burden, passing over the same road once.....	12½ cents.	10 cents.
For the same going and returning the same day.....	20 cents.	15 cents.
For each sheep or head of swine.....	2 cents.	1 cent.
For every horse or cow or other head of horned cattle.....	5 cents.	3 cents.

EXCEPTIONS.—To be allowed to pass free of charge.

Horses and Vehicles belonging to Officers in Her Majesty's Service, when on duty.

Horses and Vehicles employed exclusively in carrying Her Majesty's Mails
Funeral Corteges.

Horses and Vehicles conveying persons to and from Church on Sundays and Holidays.

WM. H. LEE,
Clerk Privy Council, Canada.

Miscellaneous.

MANITOBA DIVIDED INTO FOUR ELECTORAL DISTRICTS.

[L.S.] LISGAR.

CANADA.

VICTORIA, by the grace of God, of the United Kingdom of Great Britain and Ireland, QUEEN, Defender of the Faith, &c., &c., &c.

To all to whom these presents shall come, or whom the same may in anywise concern—GREETING :

A PROCLAMATION.

JOHN A. McDONALD, Attorney General, Canada. } WHEREAS it is in and by an Act of the Parliament of Canada, made and passed in the Thirty-third year of Our Reign, intituled : "An Act to amend and continue the Act 32 and 33 Victoria, chapter 3 ; and to establish and provide for Government of the Province of Manitoba," amongst other things in effect enacted ; that on, from, and after the day upon which We, by and with the advice and consent of Our Most Honorable Privy Council, under the authority of the One hundred and forty-sixth Section of the British North America Act, 1867, shall, by Order in Council in that behalf, admit Rupert's Land and the North-Western Territory into the Union or Dominion of Canada, there shall be formed out of the same a Province, which shall be one of the Provinces of our Dominion of Canada, and which shall be called the Province of Manitoba, and be bounded as in the said Act of the Parliament of Canada, now in part in recital, is particularly mentioned and described. AND it is further in and by the said Act now in part in recital enacted, that on, from and after the said day on which Our Order in Council shall take effect as aforesaid, the provisions of the British North America Act, 1867, shall, except those parts thereof which are in terms made, or by reasonable intendment may be held to be specially applicable to or only to affect one or more, but not the whole of the Provinces at the time of the passing of the said Act now in part in recital, and except so far as the same may be varied by the said Act now in part in recital, be applicable to the Province of Manitoba in the same way and to the like extent as they apply to the several Provinces of Canada, and as if the Province of Manitoba had been one of the Provinces originally united by the said Act, that is to say, by the British North America Act, 1867. AND it is further in and by the said Act now in part in recital enacted, that the said Province shall be represented in the first instance in the House of Commons of Canada by four Members, and for that purpose shall be divided by Proclamation of Our Governor General into four Electoral Districts, each of which shall be represented by one Member, provided that on the completion of the Census in the year one thousand eight hundred and eighty-one, and of each Decennial Census afterwards, the representatives of the said Province shall be re-adjusted according to the provisions of the fifty-first section of the British North America Act, 1867 :

Miscellaneous.

AND WHEREAS we did, by and with the advice and consent of Our Most Honorable Privy Council, under the authority of the one hundred and forty-sixth section of "The British North America Act, 1867," by Our Order in Council bearing date on the twenty-third day of June now last past, Order and Declare that, from and after the Fifteenth day of July, One thousand eight hundred and seventy, Rupert's Land and the North-Western Territory should be admitted into, and become part of, the Dominion of Canada ;

AND WHEREAS by virtue of the Act of Parliament of Canada, hereinbefore in part recited, there became, and was formed, on, from, and after the Fifteenth day of July, in the year One thousand eight hundred and seventy, the Province of Manitoba, now one of the Provinces of the Dominion of Canada, bounded as in the last-mentioned Act is particularly mentioned and described ;

AND WHEREAS for representation of the said Province of Manitoba in the House of Commons of Canada, as in the Act of Parliament hereinbefore in such respect recited, is provided, it is expedient that We do, by Proclamation, divide the said Province into four Electoral Districts ;

NOW KNOW YE, AND WE do, by and with the advice of Our Privy Council for Canada, and by and under the authority of the Act of the Parliament of Canada, hereinbefore in part recited, by this Our Royal Proclamation, divide the Province of Manitoba, in Our Dominion of Canada, into four Electoral Districts, for the purposes of representation in the House of Commons of Canada, each of which said Districts shall be represented by one Member, and which said Electoral Districts shall be respectively known by the names or designations hereinafter set forth and shall be composed of such portions of the Province of Manitoba as are hereinafter particularly described, that is to say :—

Electoral District number One to comprise, of the Electoral Divisions recently established by the Proclamation of the Lieutenant Governor of Manitoba, for the Legislative Assembly of Manitoba, those known as

Headingley, or No. 8

Saint Charles, or No. 9,

Saint James, or No. 10,

Saint Boniface, West and East, or Nos. 11 and 12,

Winnipeg and St. John, or No. 18,

Kildonan, or No. 19.

Such Electoral District number one, to be called and known as the Electoral District of Selkirk.

Miscellaneous.

Electoral District number Two, to comprise all the settlements on the Red River, and in the neighbourhood, lying between the south line of Electoral District number One, and the Frontier of the United States, including the settlements on the Seine, at Oak Point or Saint Anne, such Electoral District number Two, to be called and known as the Electoral District of Provencher.

Electoral District number Three, to comprise all the settlements on the Red River, and in the neighbourhood between the north line of Electoral District number one and the northern frontier of the Province, including those at Broken Head River; such Electoral District number three to be called and known as the Electoral District of Lisgar.

Electoral District number Four, to comprise all the settlements on the Assiniboine and Lake Manitoba, and all other settlements to the westward of the western line of Electoral District number One; such Electoral District number Four to be called and known as the Electoral District of Marquette.

Of all which our loving subjects and all others whom these presents may concern, are hereby required to take notice and govern themselves accordingly.

By Command,

J. C. AIKINS,
Secretary of State.

Ottawa, 5th January 1871.

APPEALS BEFORE PRIVY COUNCIL.—FORM AND TYPE TO BE USED.

(GENERAL CIRCULAR.)

DOWNING STREET, 4th April 1871.

SIR,

I transmit to you for your information, and for the guidance of all whom it may concern, two copies of an Order in Council for the regulation of the form and type to be used in the printing of the Cases, Records, and Proceedings in Appeals, and other matters pending before the Lords of the Judicial Committee of the Privy Council.

I have to instruct you to give publicity to this Order in Council throughout the Colony under your Government.

I have the honor to be,

Sir,

Your most obedient humble Servant,

KIMBERLEY.

The Officer Administering
the Government of Canada.

Miscellaneous.

MANITOBA.—SURVEYS AND GRANTS OF PUBLIC LANDS IN—

MEMORANDUM ON THE SUBJECT OF THE PUBLIC LANDS IN THE
PROVINCE OF MANITOBA.*Approved by His Excellency the Governor General in Council on the 25th April, 1871.*

SYSTEM OF SURVEY.

1. The system shall be rectangular.

2. The Townships shall consist of 36 Sections of one mile square each, and road allowances; in all cases $1\frac{1}{2}$ chains in width, shall be set out and allowed between all Townships and Sections. Sections shall be numbered as shown in the following diagram:

N					
31	32	33	34	35	36
30	29	28	27	26	25
19	20	21	22	23	24
18	17	16	15	14	13
7	8	9	10	11	12
6	5	4	3	2	1
S					

3. The International boundary shall form the base for Townships 1 and 2.

4. The East and West lines, between Townships 4 and 5, 8 and 9, 12 and 13, and 16 and 17, shall be base lines or standard parallels in the system.

5. The meridian line run in the Autumn of 1869 for some 90 miles north from the International boundary, and known as the "Winnipeg Meridian," shall be adopted and continued as the meridian from which the ranges of Townships shall number East and West in the Province.

6. The "jog" resulting from convergence of meridians shall be allowed and set out on the following lines, that is to say:

For Townships.....	1,	2,	3 and	4 on line between Townships	2 and	3
"	.....	5,	6,	7	"	8
"	.....	9,	10,	11	"	12
"	.....	13,	14,	15	"	16

7. In the survey of any and every Township the deficiency or surplus, as the case may be, resulting from convergence of meridians, shall be set out and allowed in the quarter sections on the west boundary—the area of which shall in the survey be returned accordingly at their actual contents.

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DISTRIBUTION OF THE 1,400,000 ACRES APPROPRIATED UNDER THE MANITOBA ACT FOR
THE BENEFIT OF THE FAMILIES OF THE HALF-BREEDS.

1. Every half-breed resident in the Province of Manitoba at the time of the transfer thereof to Canada, (the fifteenth day of July, A. D. 1870,) and every child of every such half-breed resident, shall be entitled to participate in the 1,400,000 acres.

2. The most liberal construction shall be put on the word *resident*.

3. No conditions of settlement shall be imposed in grants made to half-breeds in pursuance of the provisions of the Act referred to, and there shall be no other restrictions as to their power of dealing with their lands when granted than those which the laws of Manitoba may prescribe.

4. The Lieutenant Governor of Manitoba shall designate the Townships or parts of Townships in which the allotments to the half-breeds shall be made.

5. The mode of allotting these lands shall be as follows:—

A. If not already obtained, an accurate Census shall be taken to determine the number of persons who may be entitled to participate.

B. Upon such Census the number of acres to which each may be entitled shall be ascertained.

C. The number and area of individual grants having been ascertained, the land selected by the Lieutenant Governor for the purpose shall be divided up accordingly.

D. Tickets shall be prepared, say on some such form as the following; each to contain thereon a description of the lands intended to satisfy the particular claim for which it may happen to be drawn.

Claim No. 10 (allotment of 1,400,000 acres, Manitoba.)
Description of Lands.
S. E. $\frac{1}{4}$ Sec. 14, Tp. 5, 3rd R. W.
160 acres.
(Lt.-Gov. initials) A. G. A.

A book of record shall be prepared also, in which the names and particulars (see form suggested below) of all admitted claims shall be entered and consecutively numbered.

E. Everything being prepared, the tickets may be put into a box, and the Lieutenant Governor shall draw them at random. As drawn they shall be numbered and initialled by the Lieutenant Governor in regular consecutive order, and the land described on a ticket of a certain number shall go in satisfaction of the claim of corresponding number in the Register of Claims, and be entered accordingly.

Miscellaneous.

6. Claimants of the age of 18 and over shall receive their patents without unnecessary delay, and minors on arriving at that age.

7. Recorded claims, when the claimant dies before being entitled by arriving at the age of 18 to receive a patent, shall be deemed real estate, and shall descend according to the laws from time to time in force in the Province of Manitoba. There can be no distinction of sex in making the allotment.

RECORD OF CLAIMS—Allotment of 1,400,000 acres set apart by Manitoba Act.

No. of Claim.	PARTICULARS OF CLAIMANTS.				Description of Land Drawn.			Date of Patent.	To whom issued.	REMARKS.
	Name.	Parish.	Occupation.	Age on... day of....	Townsh'p.	Section.	Acres.			

SETTLEMENT OF CROWN LANDS.

The provisions hereinafter contained shall only apply to lands which shall have been surveyed.

Unappropriated public lands shall, until further directions, be open for sale at the rate of one dollar an acre, but no sale of more than a section shall be made to any one person.

Payments for lands, whether purchased in virtue of pre-emption rights or in the ordinary manner, shall be made in cash.

Pre-emption Rights.

Any person being the head of a family, or a single man above the age of twenty-one years, who has made or shall hereafter make a settlement in person on the public lands, and who has inhabited and improved the same, and who has erected or shall erect a dwelling thereon, may have himself entered with the *land officer* of the Division in which such land is, for any number of acres not exceeding 160 acres or a quarter section of land, to include the residence of the claimant; and, being a subject of Her Majesty by birth or naturalization, may obtain a patent therefor, upon paying to the Crown the price of such lands.

When two or more persons have settled on the same quarter section of land, the right of pre-emption shall be in him who made the first settlement.

Questions as to the right of pre-emption arising between different settlers, shall be settled by the Land Officer of the Division in which the land is situated.

Before the right of pre-emption may be exercised, proof of settlement and improvement shall be made to the Land Officer by the affidavit of the claimant and the testimony of two credible witnesses.

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All assignments and transfers of pre-emption rights prior to the issuing of the patent are null and void.

Before any person shall be allowed to be entered for lands and obtain the right of pre-emption in respect thereof, he shall make oath before the Land Officer of the Division in which the land lies that he has never had the benefit of any right of pre-emption under these regulations—that he has not settled on and improved the lands with a view to selling them on speculation, but in good faith for his own use and benefit.

The person who receives the oath shall file a certificate thereof in the Land Office for the Division, which shall be evidence that such oath was duly administered. In case a person entitled to claim pre-emption rights, dies before giving effect to his claim, the representatives of the deceased person may complete the same. But the entry in such case shall be made in favor of "the Heirs" of the deceased person, and the patent shall issue, and the title shall enure to the heirs as if their names had been specially mentioned.

Homestead Rights.

1. Any person who is the head of a family, or has attained the age of twenty-one years, shall after the first day of May, 1871, be entitled to be entered for one quarter section, or a less quantity of unappropriated public lands, for the purpose of securing a homestead right in respect thereof.

Each officer and man who is or has been in the first or Ontario, or in the second or Quebec Battalion of Rifles, now stationed in Manitoba (whether in the service or depot companies, and who has not been dismissed therefrom), shall be entitled to a free grant, without actual residence, of one quarter section.

No other person shall be entitled to more than one homestead right.

Persons owning and occupying lands may be entered for other land lying contiguous to their lands, but the whole extent of land, including that previously owned and occupied, must not exceed 160 acres.

A person applying for leave to be entered for lands with a view of securing a homestead right therein, shall make affidavit that he is over 21 years of age, that he is a British subject by birth or naturalization, and that the application is made for his exclusive use and benefit, and that the entry is made for the purpose of actual settlement.

Upon making this affidavit, and filing it with the land officer, and on payment to him of \$10 (for which he shall receive a receipt from the officer), he shall be permitted to enter the land specified in the application.

In entries of contiguous lands, the settler must describe in his affidavit the tract he owns and is settled upon as his original farm. Actual residence on the contiguous

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contiguous land entered is not required, but *bona fide* improvement and cultivation of it must be shewn for the period required by these regulations.

No patent shall be granted for the land until the expiration of three years, from the time of entering into possession of it.

At the expiration of three years, or within two years thereafter, the settler or his widow, her heirs or devisees, upon proof, to the satisfaction of the land officer, that he or they have resided upon or cultivated the land for the three years next after the filing of the affidavit for entry, and upon his or their affidavit that no part of the land has been alienated, the settler, or his representatives, shall be entitled to a patent for the land. Provided such patentee is then a subject of Her Majesty by birth or naturalization.

When both parents die, leaving a child or children under age, the executors or guardians may sell the lands for the benefit of the infant child or children, but for no other purpose.

The purchaser, in such case, shall acquire the absolute title by the purchase, and be entitled to obtain a patent for the land from the Crown upon payment of the office fees, etc.

The title to lands to be acquired under the above provisions, remains in the Crown until the issue of the patent therefor, and such lands are not therefore liable to be taken in execution before the issue of the patent.

In case it is proved to the satisfaction of the land officer that the settler has abandoned the land entered by him, for more than six months at any time, then the land shall revert to the Crown.

Any person who has availed himself of the foregoing provisions may at any time, before the expiration of the three years, obtain a patent for the land entered upon by him on paying the pre-emption price thereof, and making proof of settlement and cultivation from the date of entry to the time of payment.

Proof of actual settlement and cultivation is made by the affidavit of the claimant, made before the proper Land Officer, corroborated by the testimony of two credible witnesses.

All assignments and transfers of homestead rights prior to the issuing of the patent are null and void, but will be deemed *prima facie* evidence of abandonment and give cause for the cancellation of the claim.

A settler relinquishing or abandoning his claim cannot thereafter make a second entry.

A person who has settled on a tract, and filed his application for pre-emption right may at any time substitute therefor an application for a homestead right.

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Exemption of Certain Lands.

The following lands shall not be the subjects of pre-emption or homestead rights, nor of ordinary sales under these regulations :—

Lands allotted to the Hudson's Bay Company under the terms of the transfer of the North-West Territory to Canada.

Lands reserved for schools.

Wood lands set apart as such for supplying settlers with building materials, fuel and fencing, and pine lands.

Portions of the public lands selected as the sites of towns or villages.

Lands actually settled and occupied for the purpose of trade:

Mine lands.

Mill sites.

Reservation for Inter-Oceanic Railway.

At any time after the first day of May, A. D. 1874, the Governor in Council may, subject to then existing rights, withdraw from the operation of the above system land to the width of three full townships on each side of the line finally sanctioned for the Inter-Oceanic Railway, and may also terminate after the same day the free homestead system above provided for.

MANITOBA.—NOTICE TO SETTLERS ON UNSURVEYED LAND IN—

UNSURVEYED LANDS OF MANITOBA.

Extract of an Order in Council, dated 26th. May, 1871.

WHEREAS the Public Survey of Manitoba cannot be effected in time to facilitate settlement on the hands by the numerous parties now in, and those about emigrating to that Province, and it is deemed expedient temporarily to countenance settlements being made in advance of such Survey.

NOTICE IS HEREBY GIVEN

1. That parties found upon the lands at the time of Survey, having settled upon and improved the same in good faith as settlers under the land regulations, will be protected in the enjoyment thereof, whether the same be pre-emption or homestead right, provided they respectively enter for such right with the Land Officer, and otherwise carry out the provisions of the said regulations in that behalf, within three months after the Survey shall have been made.

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2. That in settling on the lands parties will require to bear in mind the system of Survey adopted, by which the lines run due East and West and North and South, and the 160 acres or quarter section is an exact square of half a mile each way, under which system alone pre-emption or homestead rights based upon settlement previous to Survey will be recognized.

Department of the Secretary }
of State of Canada, Ottawa, }
31st. May 1871.

J. C. AIKINS,
Secretary of State.

HARBOUR DUES, TRENTON,—TARIFF OF TOLLS.

Schedule of Dues or Tolls authorized to be levied and collected on all Logs, Timber, square and round, Pine, cedar, Railway ties &c., &c., passing down and running into the Boom erected across the River Trent in the Village of Trenton.

For every Saw Log coming into the said Boom.....	$\frac{1}{2}$ cent.
“ piece of Square Timber, Mast or Spar.....	5 “
“ Railway tie, allowing 8 feet for each.....	$\frac{1}{4}$ “
“ Float	2 “
“ Board, Plank or Deal and all kinds of lumber per M feet board measure.....	15 “
“ piece of round cedar.....	2 “
“ “ Ash or other round wood.....	2 “
“ Telegraph Pole.....	$\frac{1}{2}$ “
“ Crib or Dram of Boards, Plank, Rail way ties, Hop- poles, Stakes Bound or Square Timber, Deal or other Lumber of any Kind that may come into the Boom, also Cribs made or rafted within the Corporation Boom and not passing directly out..	\$1.00

I hereby certify that the above Schedule of Dues or Tolls has been approved by Order of His Excellency The Governor General in Council on the 26th. day of May 1871.

W. A. HIMS WORTH,

C. P. C.

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QUARANTINE REGULATIONS.—PORT OF RICHIBUCTO.

LISGAR.

[L. S.]

CANADA.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, QUEEN, Defender of the Faith, &c., &c., &c.

To all to whom these presents shall come, and whom they may in any wise concern—GREETING.

J. A. MACDONALD,
Minister of Justice. **W**HEREAS by a certain Act of the Parliament of Canada, passed in the recent session thereof, and intituled, "*An Act relating to Quarantine and Public Health.*" it is amongst other things in effect enacted that the Governor in Council may, from time to time, make such regulations as he thinks proper, for enforcing compliance with all the requirements of the said Act, and concerning the entry and departure of boats or vessels at the different ports or places in Canada, and concerning the landing of passengers or cargoes from such boats or vessels, or the receiving of passengers or cargoes on board of the same, as may be thought best calculated to preserve the public health, and for ensuring the due performance of quarantine, by and in respect of vessels, passengers, goods or things, arriving at any port within Canada, to which he thinks it right, for the preservation of the Public Health, that such regulations should apply, and for the thorough cleansing and disinfecting of such vessels, passengers, goods, or things, so as to prevent, as far as possible, the introduction or dissemination of disease into or in Canada, and may appoint or remove such officers as he may deem necessary for so doing, and assign to them, respectively, such powers as he may think required for carrying out the provision of such regulations, and may, from time to time, revoke or amend the same or any of them, and may make others in their stead, and may impose penalties, forfeitures and punishments for the breach thereof, which regulations shall be notified by Proclamation, published in the *Canada Gazette* at least twice; and the production of the copies of the Gazette, containing any such Proclamation, shall be evidence of the making, date and contents of such regulations. And further that such regulations shall have the force of law during the time they respectively remain unrevoked, unless they be expressly limited to be in force only during a certain time or at certain times or seasons, in which case they shall have the force of law during the time and at the times and seasons during or at which they have been limited to be in force; and that any person disobeying any such regulation may be prosecuted for a misdemeanor punishable by fine or imprisonment or both, as the Court may direct, or otherwise such person may be sued for the penalties contained in such regulation.

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AND WHEREAS, Our Governor in Council hath, this day been pleased to make, under the authority, and is pursuance of the said above in part recited Act, certain regulations as follows, that is to say :—

Vessels coming into the Harbor of Richibucto.

1. That all boats, ships or vessels coming into the Harbour of Richibucto, in the Province of New-Brunswick, which shall have at the time of their said arrival, or shall have had during their passage from the places where they respectively cleared, any person on board laboring under Small-pox, Asiatic Cholera, Fever, Scarlatina or Measles, or other infectious and dangerous disease, or on board of which any person shall have died during such passage, or which, being of less tonnage than seven hundred tons measurement shall have on board thirteen or more Steerage Passengers, or which being of greater tonnage than seven hundred tons measurement, shall have on board fifty or more Steerage Passengers or which shall have come from some infected Port, shall make their Quarantine in the Harbor of Richibucto, on board such vessels or on shore and in such manner as shall be indicated by the Medical Officer appointed for that object for the said Port of Richibucto and there remain and continue until such ships or vessels shall be discharged by such Medical Officer without fee or emolument of any kind, as shall be directed from such Quarantine, or permitted by such order or orders as shall be made by the Governor, with the advice of the Privy Council; and until the said ships and vessels shall respectively have performed such Quarantine, and shall be discharged therefrom, persons goods or merchandize, which shall be on board such boats, ships or vessels, shall not come or be brought on shore, or go or be put on board of any other ship or vessel in Canada, unless allowed and in the manner prescribed by the said Medical Officer.

2. All boats, ships or vessels of the class and description hereinbefore mentioned as liable to make their Quarantine in the said Harbor of Richibucto shall not be navigated farther from the sea into the River of Richibucto, than at or opposite Marsh Point so called, there to anchor, to be inspected by the said Medical Officer and ordered according to the circumstances as aforesaid.

Medical Officer.

3. The Medical Officer of the Port of Richibucto shall visit, on their arrival, such boats, ships or vessels, and shall direct them as best calculated for the Public Health, and in accordance with the intent and meaning of the present regulations and such orders in Council as may be communicated to him from time to time.

4. The Medical Officer appointed for the Port of Richibucto, shall have the power to go on board, examine and inspect boats, ships or vessels entering the Harbour of Richibucto, and to direct such boats, ships or vessels to go to such place or places within the shelter of the said port or harbour, to perform Quarantine, as it may be necessary to send them to, and he shall grant to such boats, ships

or

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or vessels to dispense of further quarantine whenever he is satisfied that no further dangers are threatened by the admission of the same to pratique. He shall have the medical attendance over the sick and healthy on board such boats, ships or vessels or on shore, if allowed to perform their quarantine on shore, and he shall be the judge of the preventive and precautionary measures to be taken either in the treatment of persons or in the washing, cleansing and purifying of luggage and other articles, and shall have the power to order such preventive and precautionary treatment and such other measures.

Masters and Pilots.

5. Every Master or every Pilot having charge of a vessel of the description of those liable to make Quarantine at the Port of Richibucto, shall bring her to anchor within the limits of the anchorage ground hereinbefore defined, that is, no further than Marsh Point. They shall also keep a Union Jack flying at the peak of all vessels under their charge, until boarded by the proper Medical Officer aforesaid.

General Provisions.

All vessels trading between any ports or places within Canada, and not having touched at any ports or places without the Dominion nor communicated with any other vessel which shall have arrived from any port without the Dominion, shall be exempt from the foregoing rules and regulations so far as respects the necessity of going to or stopping at the anchorage ground aforesaid; nor shall the said rules and regulations apply to any Vessel of War, or to Transports or Vessels having Queen's Troops on board accompanied by a Medical Officer, and in a healthy state, or to any Steamer, unless sickness or death may have occurred during the passage.

No Vessel shall be entered or cleared at the Port of Richibucto, until all the requirements of the foregoing Regulations in reference to such Vessel shall have been fully complied with.

Any person who shall contravene, either by omission or commission, any of the foregoing Regulations, shall for every such offence incur and pay a fine not exceeding one hundred dollars, to be recovered in the manner prescribed by the said Act; and every person who, upon conviction of any such offence, shall fail to pay the amount of fine which he shall have been condemned to pay, shall be imprisoned until such fine be paid.

NOW KNOW YE, THAT WE do hereby COMMAND and ENJOIN UPON ALL OUR loving subjects, that they do take notice of and obey the said regulations so this day made as aforesaid, and govern themselves accordingly.

Of all which our loving subjects, and all others whom these presents may concern, are hereby required to take notice and govern themselves accordingly.

By command,

Ottawa, 30th June 1871.

J. C. AIKINS, Secretary of State.

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INDIAN LANDS IN NOVA SCOTIA.—ACT EXTENDED TO.—

PROCLAMATION.

CANADA.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, &c., &c., &c.

To all to whom these Presents shall come, or whom the same may in any-wise concern, GREETING :

PROCLAMATION.

WHEREAS in and by an Act of the Parliament of Canada passed in the thirty first year of Our Reign and intituled “ An Act providing for the organization of the Department of the Secretary of State of Canada and for the management of Indian and Ordnance Lands ” it is amongst other things in effect, enacted that the provisions in the eighteenth and the four next following sections, that is to say, the nineteenth, twentieth, twenty first and twenty second sections of the said Act, contained, shall extend to such Indian Lands only as the Governor, from time to time, by Proclamation, published in the “ Canada Gazette ” declares and makes subject to the same, and so long, only as such Proclamation remains in force.

AND WHEREAS it has been deemed expedient by Our Governor of Canada that the said provisions should be extended to the several tracts of land hereinafter mentioned and called, known and used as Indian Reserves respectively, being Lands or Roads or allowances for roads running through any lands belonging to or occupied by any tribe, band or body of Indians, situate and being within the Province of Nova Scotia and hereinafter particularly described.

NOW THEREFORE KNOW YE THAT WE, taking the same into our Royal consideration and approving of the extension of the provisions of the said sections of the said act to the said several Indian Lands hereinafter mentioned and every part thereof, Do HEREBY declare and make subject to the provisions of the eighteenth nineteenth, twentieth twenty first and twenty second sections of the act of the Parliament of Canada, made and passed in the 31st year of Our Reign and intituled “ An Act providing for the organisation of the Department of the Secretary of State for Canada, and for the management of Indian and Ordnance Lands. ”

All and singular the following Indian Lands situate in the Province of Nova Scotia being lands or roads, or allowances for roads running through any lands belonging to or occupied by any Tribe, band or body of Indians that is to say :—

No. 1. The Magamatakook or Middle River Reserve, in the County of Victoria.

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No. 2. The Wykokomah Reserve (including Indian Island), in the County of Inverness.

No. 3. The Malagawatch Reserve on Great Bras D'Or Lake, in the said County of Victoria.

No. 4. The Escasene Reserve, on East Bay, Cape Breton, in the said County of Inverness.

No. 5. The Chapel Island Reserve, and the Reserve on the mainland adjacent thereto, and the Reserves on Ambroise and Maurice Islands.

No. 6. The Bear River Reserve in the Counties of Digby and Annapolis.

No. 7. The Reserve at Cegumcega Lake, in the said County of Annapolis.

No. 8. The Reserve on the New Liverpool Road, in the said County of Annapolis.

No. 9. The Reserve on Cegumcega Lake aforesaid, in the County of Queens and the Island in the said Lake adjacent to the said last mentioned Reserve.

No. 10. The Reserve on Ponbrook Lake in the said County of Queens.

No. 11. The Reserve at Port Medway in the said County of Queens.

No. 12. The Reserve on the River Medway in the said County of Queens.

No. 13. The Reserve on Shubenecadie Lake in the County of Hants.

No. 14. The Reserve on Indian Brook in the said County of Hants.

No. 15. The Reserve on Trysamis River in the County of Halifax.

No. 16. The Reserve at Sambro Harbour in the said County of Halifax.

No. 17. The Reserve on the road between Sheet Harbor and Musquodabort Lake in the said County of Halifax.

No. 18. The Reserve at Ship Harbor, Great Lake, in the said County of Halifax.

No. 19. The reserve at New Germany on Wallah Bay Lake in the County of Lunenburg.

No. 20. The Reserve on Nine Mile Lake, near New Ross in the said County of Lunenburg.

No. 21. The Reserve on Gold River in the said County of Lunenburg.

No. 22. The Reserve adjoining Franklin Mann, in the County of Cumberland.

No. 23. The Reserves at Ponquet and Little River, respectively in the Canso Road, in the County of Antigonish and

No. 24. The Reserve on the Straits of Northumberland in the County of Pictou.

Of all which premises all our Justices, Sheriffs, Bailiffs, Constables and other Officers of Justice, and all other our liege subjects are hereby required to take notice and to govern themselves accordingly.

By Command,

J. C. AIKINS,
Secretary of State.

Ottawa, 9th February 1872.

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PUBLIC HEALTH.—REGULATIONS RESPECTING ENTRY AND DEPARTURE OF VESSELS AT PORTS IN CANADA.

PROCLAMATION.
DUFFERIN.

[L. S.]

CANADA.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, &c., &c., &c.

To all to whom these presents shall come, or whom the same may in any wise concern, GREETING.

A PROCLAMATION.

H. BERNARD,
Deputy of the Minister
of Justice, Canada. } **W**HEREAS by a certain Act of the Parliament of
Canada, passed in the Session thereof held in
the 35th year of Our Reign, and intituled "An Act
relating to Quarantine" it is amongst other things in effect enacted that the
Governor in Council may, from time to time, make such regulations as he thinks
proper, for enforcing compliance with all the requirements of the said Act and
concerning the entry and departure of vessels, at the different ports or places in
Canada, and concerning the landing of passengers or cargoes from such vessels,
or the receiving of passengers or cargoes on board of the same, as may be thought
best calculated to preserve the public health, and for ensuring the due perform-
ance of quarantine by and in respect of vessels, passengers, goods or things, ar-
riving at or in the neighborhood of any port or place within Canada, to which he
thinks it right, for the preservation of the Public Health, that such regulations
should apply, and for the thorough cleansing and disinfecting of such vessels,
passengers, goods or things, so as to prevent, as far as possible, the introduction
or dissemination of disease into or in Canada and may appoint or remove such
officers as he may deem necessary for so doing, and assign to them, respectively,
such powers as he may think requisite for carrying out the provisions of such
regulations, and may, from time to time, revoke or amend the same or any of
them and may make others in their stead, and may impose penalties, forfeitures
and punishments for the breach thereof; and such regulations shall be notified
by Proclamation, published in the *Canada Gazette*, at least twice, and the pro-
duction of the copies of the *Gazette*, containing any such Proclamation, shall be
evidence of the making, date and contents of such regulations: And further, that
such regulations shall have the force of law during the time they respectively
remain un-revoked, unless they be expressly limited to be in force only during a
certain time or at certain times or seasons, in which case they shall have the force
of law during the time and at the times and seasons during or at which they have
been

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been limited to be in force ; and that any person disobeying any such regulation shall be held guilty of and may be prosecuted for a misdemeanor, punishable by fine or imprisonment, or both, as the Court may direct ; or otherwise such person may be sued for the penalties contained in such regulation.

AND WHEREAS Our Governor in Council, hath this day been pleased to make under the authority and in pursuance of the said above in part recited act certain regulations as follows, that is to say :—

I. The following regulations shall not apply to the regular Quarantine Stations of the Ports of Quebec, Halifax and St. John, New Brunswick, nor to any regular Quarantine Station that may be hereafter established by Proclamation of the Governor General.

II. Every vessel is and shall be liable to Quarantine which has come from any infected port, or on board of which any death from contagious disease has taken place during the passage, or on board of which there has been or shall be any infectious or contagious disease.

III. The master of any vessel on board of which any such death has taken place during the passage, or on board of which there has been or shall be any infectious or contagious disease, shall, when within two marine miles of any part of the shores of Canada, hoist a yellowflag at the mast head, and shall continue the same until entry of the Harbour, and until permitted by the Quarantine officer to lower the same.

IV. Whenever Pilots are employed they shall be supplied by the Quarantine officers of the Port with copies of these regulations and it shall be the duty of such Pilots to exhibit the same to the Master of every ship boarded by them ; Any Pilot neglecting to perform this duty shall be subject to a fine for every such omission not exceeding twenty dollars.

V. The Master of any such vessel as aforesaid upon entering any Harbor whether during the day or by night shall either anchor or come to at a distance of not less than a mile and a half from the landing place to which she is bound, until examined and license has been granted to proceed to any landing place to land passengers or to discharge cargo

VI. Every Master of a vessel liable to Quarantine, shall, upon been thereunto instructed by the Quarantine officer, take his vessel to the Quarantine ground assigned to him by such officer, and in the event of contravention or breach of such orders the Quarantine officer may cause the vessel to be sent to such Quarantine ground, and in addition thereto, the vessel and the master thereof shall be liable to a penalty of four hundred dollars.

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VII. Quarantine officers may proceed along side of all vessels arriving at any port in Canada, and in their discretion may, and in the event of the yellow flag being hoisted as hereinbefore required, shall proceed on board without delay, and shall then forthwith submit the following questions to the master or person in charge :

1. What is your name, and that of your vessel ?
2. From whence did you sail, and date ? Was any infectious disease then, there prevalent ?
3. Has or have any person or persons been taken sick during the passage ?
4. Have any died ? State number and disease ?
5. Has or have any person or persons come on board or left your vessel since sighting this port ?

The Quarantine officer may, in his discretion, submit these questions on a printed paper, and require the master of the vessel to sign his replies thereto.

If the master gives such answers as shall be satisfactory to the Quarantine officer, a clean Bill of health shall be granted by him to such vessel ; but if such answers be not satisfactory, or if there is reason to believe that the master is answering such questions falsely, or has misrepresented the facts, or concealed any information, or if the Quarantine officer has reason to anticipate danger to the public health, such Quarantine officer shall report the facts of the case to the Department of Agriculture at the city of Ottawa, and the Minister of Agriculture may direct that the vessel shall be sent to any one of the regular Quarantine Stations, or the Quarantine officer may use the vessel itself for purposes of Quarantine and as a Quarantine depot when the Medical Attendant shall certify that it is unnecessary to remove the passengers, crew or cargo from the vessel, and in such latter case the Medical fees shall be payable by the master of the vessel as provided by the next section hereof.

9. In every case in which the Quarantine officer may find or ascertain that any death from contagious disease has taken place during the passage or that there has been or is any contagious or infectious disease such as Asiatic Cholera, fever, small pox, scarlatina, measles, or other disease of a like kind, he shall forthwith employ a medical attendant, if in the opinion of such Quarantine officer the same is requisite and desirable, and such Quarantine officer shall forthwith telegraph or transmit to the Department of Agriculture at the city of Ottawa a report of the facts, and shall act upon such instructions as he may receive in respect thereto.

Miscellaneous.

10. The Quarantine officer may pay the medical attendant employed by him for each visit which in his opinion shall be requisite, a reasonable compensation not to exceed the sum of four dollars, and the aggregate amount of medical fees so payable in such respect shall be refunded and paid by the master of the vessel to the Quarantine officer and no clearance shall be given to the ship until such fees have been paid. But such fees as aforesaid shall not be required or exacted in cases where the vessel has proceeded to a regular Quarantine Station.

11. A vessel shall have the right, before breaking bulk, to put to sea in preference to being quarantined as provided for by the 35 Victoria, cap. 27, sec. 9.

12. Masters of vessels whether liable to Quarantine or not shall come to when hailed by a Quarantine officer or any person thereunto deputed by a Quarantine officer in that capacity.

13. The Collector of Customs of each and every port of Canada, except the regular Quarantine Stations of Quebec, Halifax and St. John, New-Brunswick and any other Regular Quarantine Station which may hereafter be established by Proclamation of the Governor General, is hereby authorized to act as a Quarantine officer, under the provisions of these Regulations, and shall by virtue of such office, be a Justice of the Peace under the authority and for the purposes of the Act 35 Victoria, cap. 27.

14. Any person contravening any Regulation hereby made shall be liable to a penalty not exceeding four hundred dollars in any case, and the offender upon conviction shall be imprisoned until such penalty be paid.

15. No vessel shall be entered or cleared at any Custom House in Canada, until all the requirements of these Regulations are fully complied with, and any person, vessel or thing who or which has passed or departed or been removed from any Quarantine Ground before all the requirements of such Regulations are fully complied with in respect of such person, vessel or thing, or without the written permission of the Officer empowered to authorize such passing or departure may be compelled to return or be carried back to such Quarantine Ground or be sent to any regular Quarantine Station, and by force if necessary.

Now Know YE that We do hereby command and enjoin upon all Our Loving Subjects that they do take notice of and obey the said Regulations so made as aforesaid and govern themselves accordingly.

By Command,

J. C. AIKINS, Secretary of State.

21 January, 1873.

*Miscellaneous.*QUARANTINE REGULATIONS AMENDED TO THE EFFECT OF
EXEMPTING VESSELS OF WAR, &c.

[L. S.] DUFFERIN.

CANADA.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, QUEEN, Defender of the Faith, &c., &c., &c.

To all to whom these presents shall come, or whom the same may in any wise concern—GREETING :

A PROCLAMATION.

JOHN A. MACDONALD, }
Attorney General, }
Canada. }

WHEREAS by an Act of the Parliament of Canada, passed in the Session thereof, held in the thirty-first year of OUR Reign, intituled : “An Act, relating to Quarantine and Public Health,” it is, by the first Section thereof amongst other things, in effect, ENACTED, that the Governor in Council may, from time to time, make such regulations as he thinks proper concerning, amongst other matters, the entry or departure of boats or vessels at the different ports or places in Canada, and concerning the landing of passengers or cargoes from such boats or vessels, or the receiving of cargoes or passengers on board the same, as may be thought best calculated to preserve the Public Health, and for ensuring the due performance of Quarantine, by, and in respect of vessels, passengers, goods, or things, arriving at any port within Canada, to which he thinks it right for the preservation of the Public Health that such regulations should apply, and for the thorough cleansing, and disinfecting of such vessels, passengers, goods or things, so as to prevent, as far as possible, the introduction or dissemination of diseases into, or in Canada, and may appoint or remove such officers as he may deem necessary for so doing, and assign, to them respectively, such powers as he may think required for carrying out the provisions of such regulations, and may, from time to time, revoke or amend the same, or any of them, and make others in their stead, and may impose penalties, forfeitures or punishments for the breach thereof; which regulations shall be notified, by Proclamation, published in the *Canada Gazette*, at least, twice, and the production of the copies of the *Gazette*, containing any such Proclamation, shall be evidence of the making, date, and contents of such regulations. AND FURTHER, that such regulations shall have the force of law during the time they respectively remain unrevoked, unless they be expressly limited to be in force only during a certain time or at certain times or seasons, in which case they shall have the force of law during the time, and at the times and seasons during, or at, which they have been limited to be in force; and that any person disobeying any such Regulation may be prosecuted for a misdemeanor, punishable by fine or imprisonment, or both, as the Court may direct, or otherwise such persons may be sued for the penalties contained in such regulation.

Miscellaneous.

AND WHEREAS, by certain Regulations, amongst other, made by Our Governor General of Canada in Council, under, and in pursuance of the authority of the said first section of the Act hereinabove in part recited, duly notified by Our Royal Proclamation, bearing date on the twenty-third day of May, in the thirty-first year of Our Reign and twice published in the CANADA GAZETTE, it was provided and declared, amongst other things, as follows :

SIXTEENTH,—“ All vessels trading between any ports or places within Canada, and not having touched at any ports or places without the Dominion nor communicated with any other vessel which shall have arrived from any port without the Dominion, shall be exempt from the foregoing rules and regulations, so far as respects the necessity of going to or stopping at an anchorage ground aforesaid ; nor shall the said Rules and regulations apply to any vessel of war or to Transports or vessels having Queen's Troops on board accompanied by a Medical Officer, and in a healthy state or to any Steamer, unless sickness or death may have occurred during the passage.”

AND WHEREAS by a certain other Act of the Parliament of Canada, passed at the Session thereof held in the 35th year of Our Reign and intituled : “ An Act relating to Quarantine ” it is by the twelfth section thereof amongst other things in effect enacted : that all Regulations made by the Governor in Council, under the first section of the hereinbefore in part recited Act, shall continue to have the force of Law untill revoked by Regulations made under the second Section of the Act now in recital.

AND WHEREAS OUR Governor General in Council hath this day been pleased, under the authority and in pursuance of the said above in part secondly recited Act, to revoke the said above in part recited regulation, and in amendment and lieu thereof to make the following Regulation : That is to say :

SIXTEEN.—“ These regulations shall not apply to any vessel of war, or to transports or vessels having Queen's Troops on board accompanied by a Medical Officer, and in a healthy state, or to any steamer, unless sickness or death may have occurred during the passage.”

NOW KNOW YE, THAT WE do hereby COMMAND and ENJOIN UPON ALL OUR loving subjects, that they do take notice of and obey the said regulation so this day made as aforesaid, and govern themselves accordingly.

Of all which Our loving subjects and all others whom these presents may concern are hereby required to take notice and govern themselves accordingly.

By Command,

J. C. AIKINS,
Secretary of State.

21st January 1873.

Miscellaneous.

NORTH WEST,—REGULATIONS AUTHORIZING THE LIEUT.-GOVERNOR
TO MAKE LAWS FOR THE ADMINISTRATION OF JUSTICE &c.,
IN THE—

GOVERNMENT HOUSE, OTTAWA.

Wednesday, 12th February, 1873.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

WHEREAS it is enacted by chapter XVI, of the Statutes of Canada, passed in the thirty-fourth year of the reign of Her present Most Gracious Majesty, that it shall be lawful for the Governor by any order or orders to be by him from time to time made, with the advice of the Privy Council (and subject to such conditions and restrictions as to him shall seem meet) to authorize and empower such officer as he may from time to time appoint as Lieutenant Governor of the North West Territories, to make provision for the administration of justice therein,—and generally to make, ordain, and establish all such laws, institutions and ordinances, as may be necessary for the peace, order, and good government of Her Majesty's subjects and others therein ; Provided that all such Orders in Council and laws and ordinances, so to be made, shall be laid before both Houses of Parliament as soon as conveniently may be, after the making and enactment thereof respectively :—And Whereas in and by the same statute the Governor was authorized with the advice of the Privy Council, to constitute and appoint by warrant under his sign manual, a Council of not exceeding fifteen persons, nor less than seven, to aid the Lieutenant Governor in the administration of affairs in the said North West Territories, with such powers as might be from time to time conferred on them by Order in Council.

And whereas, by commission, under the great seal of Canada, bearing date the Second day of December, in the year of Our Lord 1872, the Honorable Alexander Morris was duly appointed Lieutenant Governor of the North West Territories.

And whereas, by another commission, under the same great seal, bearing date the Twenty-eighth day of December, in the same year of Our Lord 1872, the following gentlemen were appointed Members of a Council to aid the said Lieutenant Governor in the administration of the affairs of the said North West Territories, namely :—

The Hon. MARC A. GIRARD,
“ DONALD A. SMITH,
“ HENRY J. CLARKE,
“ PASCAL BRELAND,
“ ALFRED POYD,

Miscellaneous.

JOHN SCHULTZ, Esquire, M. D.
JOSEPH DUBUC, Esquire,
ANDREW G. B. BANNATYNE, Esquire,
WILLIAM FRASER, Esquire,
ROBERT HAMILTON, Esquire,
WILLIAM J. CHRISTIE, Esquire.

Now, in pursuance of the powers by the said statute conferred, His Excellency by and with the advice of the Privy Council, has been pleased to order, and IT IS HEREBY ORDERED.

1. That the Lieutenant Governor of the North West Territories, by and with the advice of the said Council, shall be, and he is hereby authorized to make provision for the administration of justice in the said Territories, and generally to make and establish such ordinances as may be necessary for the peace, order and good government of the said North West Territories, and of Her Majesty's subjects and others therein. Provided first, that no such ordinance shall deal with, or affect any subjects which are beyond the jurisdiction of a Provincial Legislature, under the "British North America Act, 1867," and provided second, that all such ordinances shall be made to come into force only after they have been approved by the Governor General in Council, unless in case of urgency, and in that case the urgency shall be stated on the face of the ordinance.

2. Every ordinances passed by the said Council shall be transmitted by the Lieutenant Governor to the Governor General within ten days of its being passed, and may be disallowed by the Governor General in Council, at any time within two years from the time of its being passed.

3. The regular meetings of the said Council shall be held at least once every six months at the Town of Winnipeg, in the province of Manitoba, and shall be summoned by the Lieutenant Governor, who may also at any time summon an emergency meeting of the Council, should he deem it expedient so to do.

4. A majority of the whole number of Councillors shall constitute a quorum, and the Lieutenant Governor shall preside personally at all meetings, and the proceedings of the Council shall be subject to his approval.

5. The rights, powers and duties of the Lieutenant Governor under this order and the said Act, shall devolve upon and be discharged by the officer administering the Government, in case there be at any time no Lieutenant Governor.

W. A. HIMSWORTH,
Clerk, Privy Council, Canada.

Miscellaneous.

INDIAN TIMBER.—REGULATIONS FOR THE PROTECTION OF—

GOVERNMENT HOUSE, OTTAWA.

Wednesday, 12th February, 1873.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Hon. the Secretary of State for the Provinces and under the provisions of the 37th section of the Act 31 Vic., cap. 42, His Excellency in Council has been pleased to order and it is hereby ordered that the following regulations for the protection of the timber on the lands of the Six Nation Indians and on the Reserve of the Mississagua Indians of the New Credit Settlement, and to provide for the mode of determining the location of lands to be held, used and enjoyed by the said Indians under the provisions of the Acts of the Parliament of Canada relating thereto—be, and the same are hereby made and established.

REGULATIONS.

No. 1. No timber or firewood, railway ties, staves, shingle wood, or other description of timber or wood shall be taken from, or cut on, the lands of the Six Nation Indians, or those of the Mississaguas of the New Credit Settlement without either a special license issued by the superintendent general of Indian affairs, or otherwise by the superintendent within whose agency or jurisdiction the said lands are situated; and such superintendent shall in no case issue such a license except with the approbation and consent, as respects the Six Nation lands, of the council of chiefs; and as respects the lands of the New Credit Settlement, with the joint concurrence of the head chief and the local superintendent; and this regulation shall apply to all lands whether located or otherwise.

No. 2. Any timber or wood removed, taken or cut without such license shall be seized by the local superintendent, or the forest warden, or by any person duly authorized in writing by the said superintendent or forest warden so to do, and wherever found, whether on or off the said reserves, may be seized and sold for the benefit generally of the band or bands to whom the reserve may belong.

No. 3. And whereas it is desirable to provide for the mode of determining the location of lands to be held, used and enjoyed by the said Indians, under the provisions of the Acts of the Parliament of Canada in that respect, it is therefore declared that in respect to the lands set apart for the use of the Six Nation Indians, the local superintendent, acting in concert with the council of chiefs of the Six Nation Indians; and in respect to the lands set apart to the Mississaguas of the New Credit Settlement, the local superintendent, acting in concurrence with the

head

Miscellaneous.

head chief of the said Mississaguas, is hereby authorized to allot and locate to the various members of the bands for whose use respectively the lands or reserves are so held, as the case may be, the various lots in such lands or reserves; and acting in concert, or with the concurrence aforesaid, as the case may be, to settle, re-adjust and re-arrange such allotments and locations where disputes may arise, as to the original or subsequent allotment or location of any such lands or reserves.

W. A. HIMSWORTH,
Clerk Privy Council.

INDIAN RESERVES, ONTARIO.—PROVISIONS OF ACT 31 VICTORIA,
EXTENDED TO.—

A PROCLAMATION.

JOHN A. MACDONALD, } **W**HEREAS, in and by an Act of the Parliament of Ca-
Attorney General, } nada, passed in the thirty-first year of Our Reign
Canada. } and intituled: "An Act providing for the organization of
the Department of the Secretary of State of Canada and for the management of
Indian and Ordnance Lands" it is amongst other things, in effect, enacted that
the provisions in the eighteenth and the four next following sections, that is to
say, the nineteenth, twentieth, twenty-first and twenty-second sections of the said
Act, contained, shall extend to such Indian Lands only as the Governor from time
to time, by Proclamation, published in the "Canada Gazette" declares and makes
subject to the same, and so long, only as such Proclamation remains in force.

AND WHEREAS it has been deemed expedient by Our Governor of Canada that
the said provisions should be extended to the several tracts of land hereinafter
mentioned and called, known and used as Indian Reserves respectively, being
Lands or Roads or allowances for roads running through any lands belonging to
or occupied by any tribe, band or body of Indians, situate and being within the
Province of Ontario and hereinafter particularly described.

NOW THEREFORE KNOW YE THAT WE, taking the same into Our Royal consider-
ation and approving of the extension of the provisions of the said sections of the said
act to the said several Indian lands hereinafter mentioned and every part thereof,
DO HEREBY declare and make subject to the provisions of the eighteenth, nineteenth,
twentieth, twenty-first and twenty-second sections of the act of the Parliament of
Canada, made and passed in the 31st year of Our Reign, and intituled: "An Act
providing for the organization of the Department of the Secretary of State of Ca-
nada, and for the management of Indian and Ordnance Lands."

All and singular the following Indian Lands situate in the Province of On-
tario, that is to say:

The lands of

"The Mohawks of the Bay of Quinté."

Miscellaneous.

"The Chippawas of the Thames."

"The Moravians of the Thames."

"The Chippawas of Sarnia, Kettle Point and the River Sable Reserves."

"The Oneidas of the Thames" and.

"The Chippawas of Saugeen and of Cape Croker Reserves."

Of all which premises all our Justices, Sheriffs, Bailiffs, Constables, and other Officers of Justice, and all other our liege subjects are hereby required to take notice and to govern themselves accordingly.

By Command

J. C. AIKINS,

Secretary of State

Ottawa, 26 February 1873.

MANITOBA.—REGULATIONS RELATING TO THE CUTTING OF TIMBER IN

DOMINION LANDS.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA.

NOTICE is hereby given that in pursuance of the provisions of the Act 35 Victoria, cap. 23, intituled "An Act respecting the Public Lands of the Dominion," His Excellency the Governor General in Council, has been pleased to approve of the following regulations relating to the cutting of timber for building purposes or fuel, in the Province of Manitoba.

To settlers on Prairie Lands, who have no wood lots permits, may be granted the right to cut, free of charge, a reasonable supply of timber and fuel for their own use.

Special permits to cut for market, will be granted to parties at the following rates :

Oak, timber, 2 cts. per foot, linear measure.

Poplar " 1 ct. " "

Fuel " 25 cts. per cord.

Fence poles, \$1.00 per thousand.

These rates to be paid to the Dominion Lands Agent or some person duly authorized to receive them.

J. C. AIKINS,

Secretary of State.

Ottawa, 3rd March, 1873.

Miscellaneous.

PENITENTIARY OF ST. VINCENT DE PAUL ESTABLISHED.

DUFFERIN.

[L. S.]

C A N A D A .

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, &c., &c., &c.

To all to whom these Presents shall come, or whom the same may in any wise concern, GREETING :

A PROCLAMATION.

JOHN A. MACDONALD, }
 Attornèy General, }
 Canada. }

WHEREAS in and by the Act of Parliament passed in the 31st year of Our Reign chaptered 75 and known as The Penitentiary Act of 1868, it is amongst other things in effect enacted that it shall be lawful for the Governor in Council at any time hereafter (if he shall see fit) to declare by Proclamation to be published in the *Canada Gazette*, that any tract of land within the Dominion of which the boundaries shall be particularly defined in the Proclamation, is a Penitentiary and is to be so held within the meaning of the said Act, and whereas the land hereinafter described has been secured and provided for a Penitentiary to be so held within the meaning of the said Act.

Now KNOW YE that we do by this Our Royal Proclamation and by and with the advice of Our Privy Council for Canada declare that from and after this Thirteenth day of May, A. D., 1873, all and singular that parcel or tract of land situate, lying and being in the Parish of St. Vincent de Paul, in the County of Laval, in the Province of Quebec, and described as follows that is to say :

All and singular that certain tract or parcel of land of irregular figure, lying and being situate in the parish of St. Vincent de Paul, in the county of Laval, in the Province of Quebec, forming the property commonly known as The Reformatory, bounded in front towards the north-east by the Montée de la côte St. François, in rear towards the south-west by the property of Césaire Germain, Esq., N. P., at one end towards the south-east, partly by property belonging to the Fabrique of the said parish of St. Vincent de Paul, partly by the property of Joseph H. Bellerose, Esq., M. P., and partly by another lot of land or emplacement belonging to the Dominion of Canada ; at the other end towards the north, by a right angle westerly turn or équerre in said Montée de la côte St. François, and lastly, towards the west, by the property of François Pâquette ; and measuring 5,956 feet along the said Montée de la côte St. François, 5,418 feet next said Césaire Germain, 467 feet next the rear of the properties of the said Fabrique, the said J. H. Bellerose, and the said other lot of land or emplacement belonging to the Dominion aforesaid inclusive :—80 feet along the turn of the said Montée St. François, and lastly 612 feet next François Pâquette aforesaid, together with several Reformatory buildings, farm buildings, brick kiln, and others thereon erected ;

Miscellaneous.

The dimensions are in English feet, be precise more or less, without warranty of the same measurement—

Is a Penitentiary and is to be so held within the meaning of the Penitentiary Act of 1868.

Of all which Our loving subjects and all others whom these presents may concern are hereby required to take notice and to govern themselves accordingly.

By Command,

J. C. AIKINS,
Secretary of State.

Ottawa, 13 May 1873.

DEPARTMENT OF THE INTERIOR, ESTABLISHED FROM 1st JULY 1873.

PROCLAMATION.

DUFFERIN.

[L. S.]

CANADA.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, &c., &c., &c.

To all to whom these presents shall come, or whom the same may in anywise concern, GREETING ;

J. A. MACDONALD, } **W**HEREAS, in and by an Act made and passed by the
Attorney General. } Parliament of Canada, in the 36th Year of Our
Canada. } Reign, intituled : " An Act to provide for the establishment
of the Department of the Interior," it is amongst other things in effect, enacted

That the said Act shall only come into force after the expiration of one month from the publication in the *Canada Gazette* of a Proclamation to that effect, under an order of the Governor in Council.

And whereas it is expedient that under an order of the Governor in Council, a Proclamation should issue to the effect, in the said Act mentioned.

NOW KNOW YE, THAT WE, by and with the advice of Our Privy Council of Canada, do by this Our Royal Proclamation declare that the said Act made and passed by the Parliament of Canada, in the 36th Year of Our Reign, intituled : " An Act to provide for the establishment of the Department of the Interior," shall, after the expiration of one month from the publication in the *Canada Gazette* of this, our Proclamation, come into force.

Of all which Our loving subjects, and all others whom these presents may concern are hereby required to take notice and to govern themselves accordingly.

By Command,

J. C. AIKINS.
Secretary of State.

Ottawa, 30 May, 1873.

Miscellaneous.

COPYRIGHT, PATENTS, TRADE MARKS, TIMBER MARKS, DESIGNS,
RULES, REGULATIONS AND FORMS.

Rules, Regulations and Forms of the Department of Agriculture.

APPROVED BY THE GOVERNOR IN COUNCIL, ON THE 2ND OF JULY, 1869, UNDER THE COPYRIGHT ACT OF 1868, THE TRADE MARK AND DESIGN ACT OF 1868, AND THE ACT RESPECTING THE MARKING OF TIMBER OF 1870.

GENERAL RULES.

I.

There is no necessity for any personal appearance at the Department of Agriculture, unless specially called by order of the Minister or the Deputy, every transaction being carried on by writing.

II.

In every case the applicant or depositor of any paper is responsible for the merits of his allegations and of the validity of the instruments furnished by him or his agent.

III.

The correspondence is carried on with the applicant, or with the agent who has remitted or transmitted the papers to the office, but with one person only.

IV.

All papers are to be clearly and neatly written on foolscap paper, and every word of them is to be distinctly legible, in order that no difficulty should be met with in the taking cognizance of, and in registering and copying them.

V.

All communications to be addressed in the following words *To the Minister of Agriculture, Ottawa.*

VI.

As regards proceedings not specially provided for in the following forms, any form being conformable to the letter and spirit of the laws will be accepted, and if not so conformable will be returned for correction.

Miscellaneous.

COPYRIGHTS.

VII.

An application for the Registration of a copyright shall be made after the following form; when the applicant is a resident of Canada.

To the Minister of Agriculture,

Ottawa.

I, [name of person] being a resident of Canada and now residing in the [City, town, parish, township or locality] in the Province of [Ontario, Quebec, Nova Scotia, New Brunswick, as the case may be] hereby declare that I am the Proprietor of the [book, map, chart, statuary, &c., &c., as the case may be] called [title of the book, map, &c., &c., as the case may be] and hereby request the Registration of the same, and for that purpose I herewith forward the fee required by the Copyright Act of 1868, together with two copies of the [book, map, chart, &c., as the case may be; and if the object is a painting, sculpture or any other work of art, a written description of such work of art].

In testimony thereof, I have signed in the presence of the two undersigned witnesses, at the place and date hereunder mentioned.

(Place and date.)

[Signature of the Proprietor.]

Signature of the two witnesses. }

VII.

An application for the Registration of a Copyright shall be made after the following form, when the applicant is a British subject resident in Great Britain or Ireland.

To the Minister of Agriculture,

Ottawa.

I, [name of person] being a British subject and a resident, in the [city, town or other locality as the case may be] in [Great Britain and Ireland, as the case may be] hereby declare that I am the proprietor of the [book, map, chart, &c., &c., as the case may be,] called [title or name as the case may be] and the said [book, map, &c., as the case may be] has been published in Canada by [name of the publisher thereof] in the [name of the locality where the publication has taken place] in the Province of [Ontario, Quebec, Nova Scotia, New Brunswick, &c., as the case may be] and hereby request the Registration of the same, and for that purpose I herewith forward the fee required by the Copyright Act of 1868, together with two copies of the [book, map, chart, &c., as the case may be, if the object is a painting, a sculpture or any other work of art, a written description of such work of art.]

Miscellaneous.

In testimony thereof, I have signed in the presence of the two undersigned witnesses at the place and date hereunder mentioned.

(Place and date.)

[Signature of the Proprietor.]

Signature of the two witnesses }

TRADE MARKS AND INDUSTRIAL DESIGNS

IX.

An application for the Registration of a Trade Mark shall be made after the following form :

To the Minister of Agriculture,

Ottawa.

I, (name of person) of the (City, Town or other locality, as the case may be, in (name of County, Province or State, as the case may be,) hereby furnish a duplicate copy of a Trade Mark, which I verily believe is mine, on account of having been first to make use of the same, (or on account of having acquired it from, naming the person, whom I verily believe to be the original proprietor thereof).

The said Trade Mark, [here must be inserted a description of the Trade Mark, recital of the Motto or Mottoes, &c., &c., in order to explain the pattern furnished], and I hereby request the said Trade Mark to be registered in accordance with the law.

In testimony thereof I have signed in the presence of the two undersigned witnesses, at the place and date hereunder mentioned.

[Place and date.]

[Signature of the Proprietor.]

Signature of the two witnesses. }

INDUSTRIAL DESIGNS.

X.

An application for the registration of an Industrial Design shall be made after the following form :

To the Minister of Agriculture,

Ottawa.

I, (name of the person,) being a resident of Canada, and now residing in the (City, town or other locality, as the case may be) in the (name of the Province, as the case may be,) hereby declare that I am the proprietor of the Industrial Design of which duplicate copies are herewith forwarded, and which consists (here insert a description of the design and an explanation of its use,) and I hereby request that the said Industrial Design be registered in accordance with the law.

Miscellaneous.

In testimony thereof I have signed in the presence of the two undersigned witnesses, at the place and date hereunder mentioned.

(Place and Date.)

(Signature of the Proprietor.)

Signature of the two witnesses. }

TIMBER MARKS.

XI.

An application for the registration of a Timber Mark or Marks shall be made after the following Form :—

To the Minister of Agriculture, Ottawa.

I, [name of the person, and firm] of [residence] engaged in the business of lumbering [or getting out timber and floating or rafting the same] within the Provinces of Ontario and Quebec, hereby request the registration of the accompanying Timber Mark [or Marks] which I [name of person or firm] declare was not in use to my knowledge, by any other person than myself at the time of my adoption thereof, and of which the following are a description and drawing (or impression) in duplicate.

I herewith forward the fee of \$2.00 required by the " Act respecting the Marking of Timber."

In testimony thereof I have signed this application in the presence of two undersigned witnesses at the place and date hereunder mentioned.

[Place and Date.]

[Signature of the Proprietor.]

Signature of the two witnesses, }

Miscellaneous.

RULES, REGULATIONS AND FORMS OF THE CANADA PATENT OFFICE.

1st September, 1872.

GENERAL RULES.

1. A personal appearance of the applicant or his representative at the Patent Office is not required, unless specially called for by the Commissioner or Deputy Commissioner, the business being transacted in writing.

2. In all cases the applicant or depositor of any paper is responsible for the merits of his allegations and the validity of the instruments furnished by him or his agent.

3. Correspondence will be carried on with the applicant, or his agent, but only with one person.

4. All documents must be legibly and neatly written on foolscap paper (say 13 inches long and 8 wide) with an inner margin of one inch and a half wide.

5. All communications are to be addressed :—“ *To the Commissioner of Patents, Ottawa.*”

6. As regards proceedings not specially provided for in the forms, any form being conformable to the letter and spirit of the laws will be accepted, and if not conformable will be returned for correction.

7. Models must be neat and substantial, working ones, not to exceed eighteen inches on the longest side, unless otherwise allowed by special permission ; such models must be so constructed as to show exactly every part of the invention and its mode of working. In cases where samples of ingredients are required by law, they must be contained in glass bottles properly arranged ; but dangerous or explosive substances are not to be sent. Both models and bottles must bear the name of the inventor, the title of the invention, and the date of the application ; and must be furnished to the Patent Office free of charge and in good order.

8. All fees required to be paid by law must be transmitted with the application, in current, bankable funds, enclosed in registered letters. Post Office orders are preferred. In no case should money be sent enclosed with models.

9. An application for a Patent must be proceeded with and perfected within two years after the lodging of the petition, in default of which it will be regarded as abandoned ; and all previous proceedings and payment of fees will be held at the expiration of that period as of no avail.

Miscellaneous.

10. Two or more separate inventions cannot be claimed in one application, nor patented in one Patent. But if separate matters are represented to be so dependent on, and connected with each other as to be necessarily taken together to obtain the end sought for by the inventor, the Commissioner of Patents shall be the judge whether or not the pretensions of the applicant in such respect can be entertained.

11. The filing of a protest against the issuing of a Patent shall not be taken in itself as sufficient reason to withhold the granting of such Patent to an applicant

12. A *Caveat* shall be composed of a specification (*and drawings*), certified on oath [see form No. 24] and the filer thereof may lodge with it additional papers during its currency, provided they are relevant exclusively to the same invention. The person filing a *Caveat* will not be entitled to notice of any application pending at the time of filing his *Caveat*.

13. All Drawings must be made on one or more sheets of tracing linen (eight by thirteen inches) neatly executed, without colours.

14. In the matter of a re-issue, under Section 19 of the Act, whatever is really embraced in the original application and so described or shewn in the same that it might have been embraced in the original Patent, may be the ground for a re-issue. No new matter shall be introduced into the specification, nor shall the model and drawings be amended except each by the other. In the absence of model or drawing, the re-issue may contain amendments upon satisfactory proof to the Commissioner that such amendments were a part of the invention, although omitted in the original application.

15. Information in relation to pending cases will be furnished only so far as it becomes necessary in conducting the business of the Office.

16. The Office cannot respond to inquiries as to the probability of an alleged invention being patented in advance of an application for a Patent; nor to inquiries founded upon brief and imperfect descriptions, propounded with a view of ascertaining whether alleged improvements have been patented, and if so by whom; nor can it act as an expounder of the Patent law, nor as counsellor for individuals, except as to questions arising within the Office.

17. All business with this Office should be transacted in writing. The action of the Office will be based exclusively on the written record. No attention will be paid to any alleged verbal promise or understanding in relation to which there is any disagreement or doubt.

18. Assignments of Patents are to be accompanied by a copy thereof; such copy will be kept in the Patent office; and the original will be returned to the person sending it with certificate of registration thereon. The copy to be neatly written on foolscap paper (8 by 13 inches) with an inner margin of one inch and a half wide.

Miscellaneous.

19. All cases connected with the intricate and multifarious proceedings arising from the working of the Patent Office, which are not specially defined and provided for in these Rules, will be decided in accordance with the merits of each case under the authority of the Commissioner ; and such decision shall be communicated to the interested parties, through the Departmental correspondent of the Patent Office.

NOTICE.

I. Correspondence with the Department is carried through the Canadian Mail, free of postage.

II. Every paper forwarded to the office should be accompanied by a letter, and a separate letter should be written on every distinct subject.

III. In order to avoid unnecessary explanations and useless loss of time and labour, it is particularly recommended that reference be made to the law before writing on any subject to the Department ; and it is also recommended in every case, to have the papers and drawings prepared by competent persons, in the interest both of the applicant and of the public service.

IV. Although it is optional for the applicant to annex drawings to the Specification of a *Caveat* or not, still it is important in the interest of the inventor, always to attach drawings to such specification.

V. It is in the interest of the applicant that the greatest possible care should be taken with the papers, as dispatch and regularity in the proceedings are thereby promoted.

VI. A copy of the rules with a particular section marked, sent to any person making an inquiry, is intended as a respectful answer by the Office.

APPENDIX OF FORMS.

Petitions.

1. BY A SOLE INVENTOR.

To the Commissioner of Patents, Ottawa :

The petition of John Smith, of the city of Toronto, in the Province of Ontario, carpenter, sheweth,

That he hath invented new and useful improvements on a machine for breaking stone, not known or used by others before his invention thereof, and not being in public use or on sale for more than one year previous to his application in Canada with his consent or allowance as such inventor, the title or name whereof is Smith's Stone-breaking Machine.

Your petitioner therefore prays that a Patent may be granted to him for the said invention, and, for the purposes of the Patent Act of 1872, your petitioner elects his domicile in the City of Ottawa, Province of Ontario.

JOHN SMITH.

Toronto, 1st September, 1872.

Miscellaneous.

2. BY JOINT INVENTORS.

To the Commissioner of Patents, Ottawa :

The petition of James Thomas, blacksmith, and George Robert Major, tin-smith, both of the City of Ottawa, in the county of Carleton, in the Province of Ontario, sheweth,

That they have jointly invented a new and useful improvement on the art or process of separating smut from wheat, not known or used by others before their invention thereof, and not being in public use or on sale for more than one year previous to their application in Canada with their consent or allowance as such inventors, the title or name whereof is Smith and Major's process for separating smut from wheat.

Your petitioners therefore pray that a Patent may be granted to them jointly for the said invention, and, for the purposes of the Patent Act of 1872, your petitioners elect their domicile in the City of Ottawa, in the Province of Ontario.

JAMES THOMAS.
GEORGE ROBERT MAJOR,

Ottawa, 1st September, 1872.

3. BY AN ASSIGNEE, OR LEGATEE "MUTATIS MUTANDIS."

To the Commissioner of Patents, Ottawa :

The petition of Solomon Lang, of the City of Montreal, Province of Quebec, laborer, sheweth,

That Thomas Tardy, of the City of Ottawa, Province of Ontario, saloon keeper, hath invented new and useful improvements on planing machines not known or used by others before his invention thereof, and not being in public use or on sale for more than one year previous to this application in Canada with the consent or allowance of the said Thomas Tardy as such inventor.

That your petitioner by assignment bearing date 1st september 1872, acquired the right of obtaining a Patent, from Thomas Tardy aforesaid, for the said invention.

Your petitioner therefore prays that a Patent may be granted to him, as assignee of the said Thomas Tardy for the said invention the title or name whereof is Tardy's Improved Planing Machine, and, for the purposes of the Patent Act of 1872, your petitioner elects his domicile in the City of Ottawa, Province of Ontario.

SOLOMON LANG.

Montreal, 1st September, 1872.

Miscellaneous.

4. BY AN INVENTOR AND AN ASSIGNEE.

To the Commissioner of Patents, Ottawa :

The petition of John Smith, of the City of Toronto, in the Province of Ontario, carpenter, and David Brown, of the City of New York, in the State of New York, one of the United States of America, painter, sheweth.

That the said John Smith hath invented new and useful improvements on a machine for breaking stone, not known or used by others before his invention thereof, and not being in public use or on sale for more than one year previous to this application in Canada with his consent or allowance as such inventor.

That by assignment, dated on the 1st September 1872, the said John Smith transferred to the said David Brown an undivided one half interest in the said invention.

Your petitioners therefore pray that a Patent may be granted to them jointly for the said invention the title or name whereof is Smith's Stone-breaking Machine, and for the purposes of the Patent Act of 1872, your petitioners elect their domicile in the City of Ottawa, Province of Ontario.

JOHN SMITH.
DAVID BROWN.

Toronto, 1st September 1872.

5. BY AN ADMINISTRATOR OR EXECUTOR.

To the Commissioner of Patents, Ottawa :

The petition of James Clayton, of the City of Kingston, in the Province of Ontario, stone cutter, administrator of the estate (or executor of the last will and testament) of Thomas Clayton, in his lifetime of the said city of Kingston, deceased, millwright, (as reference to the duly certified copy of letters of administration (or letters testamentary) hereto annexed, will more fully appear) sheweth.

That the said Thomas Clayton did invent a new and useful composition of matter for making artificial stone, not known or used by others before his invention thereof, and not being in public use or on sale for more than one year previous to this application in Canada with the consent or allowance of the said Thomas Clayton as such inventor.

Your petitioner therefore prays that a Patent may be granted him as administrator (or executor) of the estate of the said Thomas Clayton for the said invention, the title or name whereof is Clayton's Composition for Making Artificial Stone, and, for the purposes of the Patent Act of 1872, your petitioner elects his domicile in the City of Ottawa, province of Ontario.

JAMES CLAYTON.

Kingston, 1st September 1872.

Miscellaneous.

6. FOR A RE-ISSUE (BY THE INVENTOR.)

To the Commissioner of Patents, Ottawa :

The petition of Thomas Brown, of the City of Ottawa, in the Province of Ontario, lumber manufacturer, sheweth,

That your petitioner obtained a Patent bearing date the twelfth day of August, A. D., 1870, for a new and useful improvement on churns.

That your petitioner is advised that the said Patent is deemed defective or inoperative by reason of insufficient description or specification, and that the errors arose from inadvertence, accident or mistake, without any fraudulent or deceptive intention.

Your petitioner being desirous of obtaining a new Patent in accordance with an amended description and specification in duplicate, transmitted herewith, therefore prays that he may be allowed to surrender the aforesaid Patent, and a new Patent be granted to him in accordance with the amended specification and description for the said invention for the unexpired period for which the original Patent was granted.

THOMAS BROWN.

Ottawa, 1st September, 1872.

7. FOR A RE-ISSUE, (BY THE ASSIGNEE.)

To the Commissioner of Patents, Ottawa :

The petition of David Lane, of the Town of Cobourg, in the County of Northumberland, Province of Ontario, tanner, sheweth,

That your petitioner by assignment, bearing date the 24th day of June, 1872 obtained the exclusive right to a patent granted to Thomas Tardy, of the City of Ottawa, Province of Ontario, broom maker, on the 1st July, 1869, for new and useful improvements on planing machines.

That your petitioner is advised that the said Patent is deemed defective or inoperative by reason of insufficient description or specification, and that the error arose from inadvertence, accident, or mistake, without any fraudulent or deceptive intention.

Your petitioner being desirous of obtaining a new Patent, in accordance with an amended description and specification in duplicate transmitted herewith, therefore prays that he may be allowed to surrender the aforesaid patent, and a new Patent be granted to him as assignee of the said Thomas Tardy, in accordance with the amended specification and description for the said invention for the unexpired period for which the original Patent was granted.

DAVID LANE.

Cobourg, 1st September, 1872.

Miscellaneous.

The above form is to be altered to suit the case when the re-issue is to the administrator or executor of a deceased inventor.

8. FORM OF SURRENDER TO BE WRITTEN ON THE ORIGINAL PATENT.

To all whom these presents shall come. Thomas Brown, of the City of Ottawa, in the Province of Ontario, lumber manufacturer, within named, sends greeting :

Whereas the within written Patent for an improvement on churns is deemed defective or inoperative by reason of insufficient description or specification, and the error arose from inadvertence, accident or mistake, without any fraudulent or deceptive intention, and the Commissioner of Patents accordingly in pursuance of the Statute in such respect hath agreed to accept a surrender of the same.

Now know ye that the said Thomas Brown within named doth by these presents surrender and yield up the within written Patent, granted to him for improvements on churns, and bearing date the 8th day of June 1872.

In witness whereof the said Thomas Brown hath set his hand and affixed his seal this First day of September, A. D., 1872.

THOMAS BROWN. [L. S.]

Signed, sealed and delivered at the City of Ottawa, in the County of Carleton in the Province of Ontario, in the presence of

HENRY COCKBURN.

9. FOR THE EXTENSION OF THE PERIOD OF A PATENT, (INVENTOR)

To the Commissioner of Patents, Ottawa :

The petition of Martin Scott, of the City of Montreal, in the Province of Quebec, cooper, sheweth,

That on the 23rd June 1870, your petitioner obtained a Patent for the period of five years from the said date, for new and useful improvements on churns.

That he is the holder of the said patent and herefore prays that it may be extended for another period of five years.

Signed this First day of September, Eighteen Hundred and seventy-two.

MARTIN SCOTT.

10. FOR THE EXTENSION OF THE PERIOD OF A PATENT, (ASSIGNEE.)

To the Commissioner of Patents, Ottawa :

The petition of Simon Smith, of the City of Halifax, in the Province of Nova Scotia, mariner, sheweth,

Miscellaneous.

That by assignment, dated 1st July, 1871, he obtained from John Brown of the Village of Bridgetown, in the County of Annapolis, in the Province of Nova Scotia, stone-mason, the exclusive right to a Patent granted on the 29th June 1870, for a period of five years, from the said date, to the said John Brown, for new and useful improvements in ploughs

That your petitioner being the holder of the said patent, therefore prays that the said Patent may be extended for another period of five years.

Signed this First day of September, Eighteen Hundred and Seventy-two.

SIMON SMITH.

11. EXTENSION OF A PROVINCIAL PATENT TO THE WHOLE DOMINION.

To the Commissioner of Patents, Ottawa :

The petition of William Coe, of the Town of Belleville, in the County of Hastings, in the Province of Ontario, railway agent, sheweth,

That your petitioner is the inventor of the subject matter of a Patent granted to him on the 30th day of May, 1865, in the Province of New-Brunswick, (Nova Scotia, &c.,) for a new and useful improvement on Railway signals.

That the subject matter of the said Patent has not been known or used, nor with his consent on sale in any of the other Provinces of the Dominion.

Your petitioner therefore prays that a Patent under the Patent Act of 1872 be granted to him, extending the privileges of such Provincial Patent over the whole Dominion for the remainder of the term mentioned in the Provincial Patent.

WILLIAM COE.

Belleville, 1st September, 1872.

Duplicate copies of the original specification and drawing, certified by inventor, to accompany the above petition, and to have certificate thereon as follows :

Duplicate copy of the original specification (or drawing) relative to Patent, bearing date the Thirtieth day of May, One Thousand Eight Hundred and Sixty-five, and granted under the seal of the Province of New Brunswick to William Coe.

(Here insert copy of specification or drawing).

I, William Coe, of the Town of Belleville, in the County of Hastings, in the Province of Ontario, railway agent, do hereby certify that the foregoing is a true and correct copy of the original specification (or drawing) of patent granted to me.

WILLIAM COE.

Belleville, 1st September, 1872.

Signed in the presence of PATRICK LYNCH.

Miscellaneous.

12. POWER OF ATTORNEY.

To the Commissioner of Patents, Ottawa :

The undersigned, John Brown, of the Town of Cornwall, in the County of Stormont, in the Province of Ontario, store keeper, hereby appoints John Smith, of the City of Ottawa, Province of Ontario, his attorney, with full powers of substitution and revocation, to prosecute an application for a patent, for new and useful improvements on sewing machines; to sign the drawings, to receive the patent, and to transact all business in the Patent Office connected therewith.

Signed at Cornwall, this first day of September, One Thousand Eight Hundred and Seventy-two.

In the presence of : JOHN SMITH.

JOHN BROWN.

13. REVOCATION OF POWER OF ATTORNEY.

To the Commissioner of Patents, Ottawa :

The undersigned, John Brown, of the Town of Cornwall, in the County of Stormont, in the Province of Ontario, store keeper, having on or about the 1st September, 1872, appointed John Smith, of the City of Ottawa, Province of Ontario, his attorney, to prosecute an application for a patent for new and useful improvements on sewing machines, hereby revokes the power of attorney then given.

Signed at Cornwall, the Thirtieth day of September, One Thousand Eight hundred and Seventy-two.

In the presence of : JOHN SMITH.

JOHN BROWN.

SPECIFICATIONS.

14. FOR A MACHINE.

To all whom it may concern :

Be it known that I, William Woodworth, of the Town of Poughkeepsie, in the County of Dutchess, and State of New York, gentleman, have invented.

Certain new and useful improvements on planing machines, and I do hereby declare that the following is a full, clear, and exact description of the same :

The first part of my invention relates to the combination of rotary cutters and feeding-rollers, in such a manner that the said feeding-rollers shall be capable of feeding the lumber to the cutters, and also of effectually resisting the tendency of the cutters to draw the lumber upward toward them; the object of this part of my invention being to reduce the lumber operated upon to an uniformity of thickness, and to give it a planed and even surface upon one side thereof.

Miscellaneous.

The second part of my invention relates to the combination, with feeding rollers and rotary cutters, for planing one of the principal surfaces of the lumber, of rotary machine cutters so as to form a tongue or groove, or both, upon the edge or edges of the lumber, at the same time that one of its principal surfaces is planed.

Figure 1 is a side elevation of a machine embodying my invention.

Figure 2 is a plan of the same.

Figure 3 is an elevation showing that end of the machine which is at the right hand in Figure 1.

Figure 4 is a vertical transverse section, showing those parts of the machine which are at the right hand of the line *xx* drawn across Figures 1 and 2.

A is the frame of the machine, which frame should be substantially constructed to resist the vibrations of the operating parts. B is the driving-pulley, which is hung on the main shaft C of the machine, from which latter, motion is communicated to the operating parts. D is the shaft of the rotary cutters by which the lumber is planed. This shaft is made flat upon two of its sides, between its bearings, for the reception of the cutters EE, which are firmly secured to it by bolts *a a*, the holes through these cutters for the reception of these bolts being elongated in the direction of the width of the cutters to allow the necessary adjustment of the cutters. The shaft D is hung in adjustable bearings, by which it may be elevated and depressed to regulate the thickness of the planed lumber. F is a pulley on the shaft D, which receives motion by belt G, from the band-wheel H, on the driving shaft. I I and J J are the feeding-rollers, each pair of which is connected by finger pinions *b b*, and the upper roller of each pair is hung in spring bearings which allow it to yield slightly upward to pressure, to adapt it to any differences or inequalities in the thickness of the lumber. The lower roller of each pair is provided with a worm wheel *c*, which meshes into a worm or endless screw *d* on the shaft *k*, which is propelled by a bevel wheel *l* on the main shaft, working into the bevel wheel *f* on the shank *k*.

L and M are cutters hung upon vertical shafts N and O, one set of these cutters being adapted to form a groove, and the other to form a tongue upon the edge of the board to be operated upon. These cutters are attached to the shafts in the manner already described with relation to the cutters E E.

The shafts N and O are provided with pulleys *g g*, and rotation is communicated to them by belts *h h*, from pulleys *i i*, on the main shaft; rotation being given in the direction of the arrow to the driving pulley.

Miscellaneous.

The lumber to be planed is introduced from the end of the machine, which is shown at the right hand in figures 1 and 2, and being grasped by the rollers I I, is by them drawn forward to the cutters E E, which being rapidly revolved towards the advancing lumher, plane it to the proper thickness; and as the lumber continues to advance, it is grasped by the rollers J J, which aid in the feeding motion and discharge the board after it has passed the cutters. The upper rollers I and J, being hung in spring bearings, always exert a pressure on the top of the board, and thus prevent its being raised up by the action of the cutters E E.

When the lumber is designed for floors or ceilings, or other purpose for which it is required to be matched, a tongue is formed upon one edge of it and a groove on the other by the cutters L and M, which both revolve toward the advancing board; and these operations are permormed at the same time that the upper surface of the board is planed, the whole being done at a single operation.

When the lumber is required to be matched, it should be first reduced to a uniform width, and guided in its introduction into the machine by a gauge P attached to the bed Q of the machine.

When the lumber is not to be matched, this gauge and the cutters L and M should be taken off and dispensed with.

I make no claim to the mode in which the cutters are secured upon their shaft, nor to be adjustable bearings which permit of the elevation or depression of the shaft, for I am aware that these are not new; but I claim as my invention—

1. The combination of the cutters E E and the feeding rollers I I and J J, substantially as and for the purpose hereinbefore set forth.

2. The combination with the cutters E E and the feeding rollers I I and J J, of the cutters L and M, substantially as and for the purpose hereinbefore set forth.

WILLIAM WOODWORTH.

Poughkeepsie, 1st September, 1872.

Signed in the presence of : JETHRO WOOD.

OLIVER BEANS.

15.—DRAWINGS.

Each sheet shall contain the following :—The name of the invention, brief references (A shaft B valve), place, date, signatures of two witnesses, the following certificate : “ Certified to be the drawings referred to in the specification “ hereunto annexed,” and the signature of the inventor or his attorney.

Miscellaneous.

16.—FOR AN ART OR PROCESS.

To all whom it may concern :

Be it known that we, Marion Ellsworth, of Chicago, County of Cook, and State of Illinois, gentleman, and Joseph Richard Shaw, of Indianapolis, County of Marion, and State of Indiana, gentleman, have jointly invented

A new and useful improvement on the art or process of separating smut and other impurities from wheat, and we do hereby declare that the following is a full, clear, and exact description of the same :

Take of lime, newly slacked, and while yet warm, one and a half pounds to each one hundred pounds of wheat. Mix the lime well with the wheat, let it stand one hour, then pass it through a smut-mill in the usual way, and it will be found that all the lime, smut, dirt, and other impurities attached to the wheat, of every kind, and which no smut-mill, without our liming process, will fully separate, will be entirely removed, and the flour will be as white and as sweet as though made from the best of wheat.

We are aware that lime has before been used for the purpose of cleaning wheat, being first mixed with the grain as above proposed and the whole being then passed through a smut-mill; but in all previous processes, so far as we are aware, the lime has been used in a cold state; and for this reason such processes proved ineffectual. We propose to take lime *newly slacked and while yet warm*.

We claim as our invention the process of cleaning wheat by mixing with it lime newly slacked and warm before passing it through a smut-mill, so as to cleanse the wheat from all impurities, substantially as described.

MARION ELLSWORTH,
JOSEPH R. SHAW.

Chicago, 1st September, 1872.

Signed in the presence of : MAURICE JONES,
HENRY ELÍAS.

17.—FOR A COMPOSITION OF MATTER.

To all whom it may concern .

Be it known that I, Ebenezer Whitney, of the City of Charleston, in the District of Charleston, and State of South Carolina, gentleman, am the administrator of the estate of Benjamin Browning, in his life time of the said city, gentleman, and that the said Benjamin Browning did invent a certain new and useful composition of matter to be used in the manufacture of wool, and I do hereby declare that the following is a full, clear, and exact description of the same :

Miscellaneous.

The nature of the invention of the said Benjamin Browning consists in mixing olive, lard, or rape-seed oil with a solution of oil of soap dissolved in hot water.

To prepare the wool oil, take a quantity of oil soap of any kind, provided the quality be good, and dissolve the same in hot water, say about thirty pounds of oil soap to thirty gallons of water, or a sufficient quantity of soap to saturate the water. Then take equal parts, by measure, of olive, lard, rape-seed, or any other kind of oil which can be used on wool in the process of its manufacture, and mix it with the preparation aforesaid, to wit, the soap solution, which, after such mixture, is ready to be used on wool with as beneficial an effect as if pure oil only had been used. This wool oil will not decompose by age, because the oil of soap neutralizes the stearine in the oil; hence there is nothing to decompose. And for the same reason spontaneous combustion cannot be produced.

I claim as the invention of the said Benjamin Browning, a compound composed of any of the oils ordinarily used on wool in its manufacture, and a solution of oil soap, substantially in the proportions and for the purposes set forth.

EBENEZER WHITNEY,
Administrator.

Charleston, 1st September, 1872.

Signed in the presence of: JOHN JAMES.

HENRY SMITH.

O A T H S .

18. BY SOLE INVENTOR.

CANADA,
PROVINCE OF ONTARIO, }
County of York.

I, John Smith, of the City of Toronto, in the County of York, in the Province of Ontario, carpenter, make oath and swear that I verily believe that I am the first inventor of new and useful improvements on a machine for breaking stone described and claimed in the annexed specifications, and for which I solicit a Patent by my petition dated 1st September, 1872. And I further make oath that the several allegations contained in the said petition are respectively true and correct.

JOHN SMITH.

Sworn before me at the City of Toronto this first day of September, one thousand eight hundred and seventy-two.

THOMAS BROWN,
J. P. for the County of York.

Miscellaneous.

19 JOINT INVENTORS.

CANADA, }
 PROVINCE OF ONTARIO, } WE, James Thomas, of the City of Ottawa, in the
County of Carleton, } County of Carleton, in the Province of Ontario, in the Do-
 TO WIT. } minion of Canada, blacksmith, and George Robert Major,
 of the same place, tinsmith, do hereby severally make
 oath, and solemnly swear and say, and

1st. I, this deponent, James Thomas, for myself do hereby solemnly swear and say that I verily believe that I and the said George Robert Major are the true inventors of a new and useful improvement on the art or process of separating smut from wheat, described and claimed in the annexed specification, for which we solicit a Patent, by our petition to the commissioner of Patents, dated 1st September, 1872. And I further make oath that the several allegations, contained in he said petition are respectively true and correct.

And 2nd. I this deponent, George Robert Major for myself do hereby make oath and solemnly swear that I verily believe that I and the above named James Thomas are the true inventors of a new and useful improvement on the art or process of separating smut from wheat, described and claimed in the annexed specification, for which we solicit a Patent by our petition to the Commissioner of Patents, dated 1st September, 1872. And I further make oath that the several allegations contained in the said petition are respectively true and correct.

JAMES THOMAS.

GEORGE ROBERT MAJOR.

Sworn before me by the said James Thomas and George Robert Major, this 1st day of September, 1872, at the City of Ottawa.

JOHN SMITH.

J. P. for the County of Carleton.

20. When the invention has been assigned before issue of Patent, the affidavit must be made by the "inventor," not by the "assignee."

21. If the inventor is dead, the administrator or executor will make the affidavit that the person named as inventor was the first inventor.

22. FOR A RE-ISSUE [INVENTOR.]

CANADA, }
 PROVINCE OF ONTARIO, }
County of Carleton. }

I, Thomas Brown, of the City of Ottawa, in the Province of Ontario, lumber manufacturer.

Make oath and solemnly swear that the several allegations contained in my petition to the Commissioner of Patents, dated 1st September, 1872, for a re-issue of the patent granted to me on the 4th September, 1871, for a new and useful improvement on churns are respectively true and correct.

Miscellaneous.

That I am the sole owner of the said Patent.

And that I am the Inventor of the improvement set forth and claimed in the amended specification.

THOMAS BROWN.

Sworn before me at the City of Ottawa, in the County of Carleton, in the Province of Ontario, this first day of September, one thousand eight hundred and seventy-two.

WILLIAM WILLS,

J. P. for the County of Carleton.

If the Patent has not been exclusively assigned, the affidavit must state that the application for re-issue is made with the consent of all the assignees.

23. FOR A RE-ISSUE—(ASSIGNEE OF THE ENTIRE INTEREST.)

CANADA,
PROVINCE OF ONTARIO, }
County of Carleton.

I, David Lane, of the town of Cobourg, in the County of Northumberland, Province of Ontario, tanner, make oath and solemnly swear that the several allegations contained in my petition to the Commissioner of Patents, dated 1st September 1872. for a re-issue of the Patent granted to Thomas Tardy, of the City of Ottawa, Province of Ontario, broom maker, for new and useful improvements on planing machines, are respectively true and correct.

That I am the sole owner of the said Patent.

And that Thomas Tardy was the inventor of the improvements set forth and claimed in the amended specification.

DAVID LANE.

Sworn before me, at the Town of Cobourg, in the county of Northumberland, Province of Ontario, this First day of September, one thousand eight hundred and seventy-two.

THOMAS PARSONS,

J. P. for the County of Carleton.

24. CAVEAT.

To the Commissioner of Patents, Ottawa :

The undersigned, James Thompson, of the Village of New Edinburgh in the County of Russell, in the Province of Ontario, school teacher, an intending applicant for a Patent, who has made certain new and useful improvements on locomotive engines, and has not perfected his invention, prays that this specification may be filed as a Caveat in the Patent Office, (here describe the invention as far as possible, and refer to letters in drawing as in specification given before. (Form No. 14.)

JAMES THOMPSON.

Signed in the presence of CHARLES STEWARD.

GEORGE HALL.

Miscellaneous.

CANADA,
 PROVINCE OF ONTARIO, }
County of Russell.

I, James Thompson, of the Village of New Edinburgh, in the County of Russell, Province of Ontario, school teacher, make oath and solemnly swear that I am the first inventor of the invention described in the foregoing specification and that the allegations contained in the above specification are respectively true and correct.

JAMES THOMPSON.

Sworn before me, at New Edinburgh, this First day of September, one thousand eight hundred and seventy-two.

ALEXANDER BUSH,
 J. P. for County of Russell.

ASSIGNMENTS.

25. OF AN ENTIRE INTEREST (OR AN UNDIVIDED ONE-HALF INTEREST) IN AN INVENTION BEFORE THE ISSUE OF PATENT.

In consideration of the sum of ten dollars, to me paid by Solomon Lang of the City of Montreal, I do hereby sell and assign to the said Solomon Lang all (or an undivided half of all) my right, title, and interest in and to my invention for new and useful improvements on planing machines, as fully set forth and described in the specification which I have signed preparatory to obtaining a Patent. And I do hereby authorize and request the Commissioner of Patents, to issue the said Patent to the said Thomas Lang (or jointly to myself and the said Thomas Lang,) in accordance with this assignment.

Witness my hand and seal this first day of September, one thousand eight hundred and seventy-two, at the City of Montreal.

THOMAS LORD, [L. S.]

26. OF AN ENTIRE INTEREST IN A PATENT.

In consideration of five hundred dollars, to me paid by Nathan Wilcox, of Keokuk, Iowa, I do hereby sell and assign to the said Nathan Wilcox, all my right, title and interest in and to the Patent of Canada, No. 1200, for an improvement in locomotive head lights, granted to me July 30, 1864, the same to be held and enjoyed by the said Nathan Wilcox to the full end of the term for which said Patent is granted, as fully and entirely as the same would have been held and enjoyed by me if this assignment and sale had not been made.

Witness my hand and seal this First day of September, one thousand eight hundred and seventy-two—at Keokuk, Iowa.

HORACE KIMBALL [L. S.]

Miscellaneous.

27. DISCLAIMER TO BE IN DUPLICATE.

I, William Lookup, of the Village of Hull, in the county of Ottawa, Province of Quebec, having on the 1st September 1872, obtained a Patent for the Dominion of Canada, for new and useful improvements on waggon brakes.

And through mistake, accident or inadvertence, without any wilful intent to defraud or mislead the public, I have made the claim in my specification too broad [or as being the first inventor of a material or substantial part of the invention patented of which I was not the first inventor, and to which I had no legal right.]

I, therefore, hereby disclaim the part of the claim in the specification, which is in the followieg words :

“ I also claim the use of the Lever A, in combination with crank D, a described.”

WILLIAM LOOKUP.

Hull, 30th September 1872.

Signed in duplicate in the presence of DAVID BROWN.

FRANCIS LEMIEUX.

PATENTS OF INVENTION.—RULES, REGULATIONS AND FORMS.

ADDITION TO THE RULES AND REGULATIONS (SEPTEMBER, 1872) OF THE CANADA PATENT OFFICE.

January 14th, 1873.

1. DRAWING.

In order to allow the Patent Office to have a Patent Office Record printed and published, containing the Claims and Drawings of all Patents issued, it is further directed, in addition to the requirements of Rule 13 and Form 15, that :—

One Drawing on a sheet of card board, 8 × 13 inches, will be required of each invention, in addition to those ordered by Rule 13 and Form 15 ; the sheet is to be without writing on its face, merely the usual lettering required on the Drawing ; written title, references, certificate, signature, &c., not being necessary.

Where several sheets and figures are furnished, in accordance with Rule 13, any one figure, which will best give a general idea of the invention, will be sufficient.

Miscellaneous.

The card board to be used must have a smooth or calendered surface—a sheet of “double thick Bristol board,” or “Whatman’s drawing paper,” is recommended.

All drawings must be clear, sharp, well defined, not too fine, and *perfectly black*.

Lines that are pale, ashy, very fine, ragged, or rotten, give bad results when photo-lithographed.

Brush-shading, tinting, and imitation surface-graining, should never be used; and in fine shading the result should be attained with as few lines as possible.

Section lines also should be as open in their spacing as the case will admit of, and these, as well as all right lines, in order to insure clearness, should be made with a ruling pen. The shading of convex and concave surfaces may be dispensed with when the invention is otherwise well illustrated.

Shade lines may sometimes be used with good effect, but heavy shadows, where they would obscure lines or letters of reference, should be avoided.

The card board drawing should be rolled on a roller, for transmission to the office, as folding will prevent its usefulness for photo-lithography.

2. SPECIFICATIONS.

The Duplicate Specifications, in every application, must each be identified by the justice or judge, who takes the affidavit of the inventor, as “the Specification referred to in the inventor’s affidavit annexed.” Such identification to be, by certificate written at end of, and in each, such Specification. Thus :—

“This is the Specification referred to in the affidavit of
 “ , hereto annexed. Sworn before me this
 “ day of , A. D. 18 .”

JUDGE, OR J. P.

3. AFFIDAVIT.

In all cases of applications for Patents, where the affidavits are made out of Canada, and before a judge, the Seal of the Court, presided over by such judge, must be affixed to such affidavit.

Miscellaneous.

PRINCE EDWARD ISLAND. UNION WITH DOMINION.

A PROCLAMATION.

JOHN A. MACDONALD,
Attorney General,
Canada.

WHEREAS by the British North America Act, 1867, provision was made for the union of the Provinces of Canada, Nova Scotia and New Brunswick, into the Dominion of Canada, and it was (amongst other things) enacted that it should be lawful for the Queen, by and with the advice of Her Majesty's Most Honorable Privy Council, on addresses from the Houses of the Parliament of Canada, and of the Legislature of the Colony or Province of Prince Edward Island to admit that colony into the said Union, on such terms and conditions as should be in the Addresses expressed, and the Queen should think fit to approve, subject to the provisions of the said Act; And it was further enacted that the provisions of any Order in Council in that behalf should have effect as if they had been enacted by the Parliament of the United Kingdom of Great Britain and Ireland:

AND WHEREAS, on address from the Houses of the Parliament of Canada and from the Legislative Houses of the colony of Prince Edward Island respectively, Her Majesty has been pleased by and with the advice of Her Most Honorable Privy Council, under the one hundred and forty-sixth section of the hereinbefore recited Act, to order that on, from and after the 1st day of July now next, the said colony of Prince Edward Island shall be admitted into and form one of the Provinces of the Dominion of Canada, by the name of the Province of Prince Edward Island:

Now KNOW YE that we do by and with the advice of our Privy Council for Canada, by this, Our Royal Proclamation, inform Our loving subjects and all others whom the same may concern: That on, from and after the said first day of July now next, the said colony of Prince Edward Island has been admitted into the Union as a Province thereof, to be known and designated as the Province of Prince Edward Island.

Of all which Our said loving subjects, and all others interested, are hereby required to take notice and govern themselves accordingly.

By Command,

J. C. AIKINS,

Secretary of State.

26th June 1873.

Miscellaneous.

APPEALS TO THE PRIVY COUNCIL.

Downing Street, 8th July, 1873.

SIR,

I have the honor to transmit to you, for publication in the usual and most authentic manner in the Colony under your Government, a copy of an Order of Her Majesty in Council of the 26th June, requiring parties appellant in causes pending before Her Majesty, to take effectual steps to set down their cases for hearing within a limited time from the Registration of the appeal in England.

I have the honor to be, Sir,

Your most obedient humble Servant,

KIMBERLEY.

The Officer Administering the
Government of Canada.

At the Court at Windsor, the 26th day of June, 1873.

PRESENT :

THE QUEEN'S MOST EXCELLENT MAJESTY IN COUNCIL.

WHEREAS in many Appeals now pending before Her Majesty in Council no effectual steps have been taken by the parties or their agents to set down their cases for hearing, although more than twelve months have elapsed since the arrival and registration of the transcript of appeal in this country, and it is expedient to make further provision in that behalf, Her Majesty, by and with the advice of Her Privy Council, and upon a recommendation of the Lords of the Judicial Committee of the Privy Council, is pleased to order, and it is hereby ordered, that the solicitors or agents for the party appellant in all such Appeals now pending before Her Majesty in Council, are hereby required to take effectual steps to set down their cases for hearing within six months from the date of this Order, and in all other Appeals to Her Majesty in Council within a period not exceeding twelve months from the date of the arrival and registration of the transcript in this country.

And Her Majesty is further pleased to order, and it is hereby ordered, that it shall be the duty of the Registrar of the Privy Council to report to the Lords of the Judicial Committee the names of the parties and dates of the Decrees in Appeals in which no effectual steps have been taken within the aforesaid periods of time to set down the case for hearing ; and the Lords of the Judicial Committee of the Privy Council shall be at liberty to call upon the Appellant or his agent in such cases to show cause why the said Appeals should not be dismissed for non-prosecution, and (if they shall so think fit) to recommend to Her Majesty the dismissal of any such Appeal, or to give such directions therein as the justice of the case may require.

Miscellaneous.

And Her Majesty is further pleased to order that nothing in the present Order shall prevent the dismissal of an Appeal under the 5th of the Rules approved by Her Majesty on the 13th of June, 1853, in cases to which that Rule is applicable.

Whereof the Governors of Her Majesty's Plantations and Dominions abroad, and the Judges or Officers of Her Majesty's Courts of Justice from which an Appeal lies to Her Majesty in Council, and all other persons whom it may concern, are to take notice and govern themselves accordingly.

ARTHUR HELPS.

COUNCIL OF THE NORTH WEST TERRITORIES.

GOVERNMENT HOUSE, OTTAWA,

Wednesday, 6th day of Aug., 1873.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

WHEREAS it is in and by the first section of the 16th chapter of the statutes of Canada, passed in the 34th year of Her Majesty's reign, intituled, "an act to make further provisions for the government of the North-west Territories," amongst other things in effect enacted that it shall be lawful for the Governor, by any Order or Orders to be by him from time to time made, with the advice of the Privy Council, to make provision for the administration of justice, and generally to make, Ordain, and establish all such laws, institutions, and ordinances, as may be necessary for the peace, order, and good government of Her Majesty's subjects, and others in the North-west Territories.

And it is in and by the third section of the said act, amongst other things, in effect further enacted, that such powers shall be conferred upon the Council appointed for the administration of affairs in the North-west Territories, as may from time to time be provided by order in Council.

Now, in pursuance of the powers so by the said statute conferred as aforesaid, His Excellency, by and with the advice of the Privy Council, has been pleased to Order, and IT IS HEREBY ORDERED.

I. The Members of the Council of the North-west Territories, constituted by the commission of the Governor General, dated the 28th December 1872, and all other Members of the said Council who may hereafter be commissioned as such, shall take oaths of allegiance and of office in the following words :

Miscellaneous.

OATH OF ALLEGIANCE.

I, _____, do sincerely promise and swear that I will be faithful and bear true allegiance to Her Majesty Queen Victoria, as lawful Sovereign of the United Kingdom of Great Britain and Ireland, and of this Dominion of Canada, dependant on and belonging to the said Kingdom, and that I will defend her to the utmost of my power against all traitorous conspiracies or attempts whatever, which shall be made against Her person, crown, and dignity, and that I will do my utmost endeavour to disclose and make known to Her Majesty, Her heirs or successors, all treasons or traitorous conspiracies and attempts which I shall know to be against Her or any of them ; and all this I do swear without any equivocation, mental evasion, or secret reservation. So help me God.

THE OATH OF THE MEMBERS OF THE COUNCIL.

You, _____, do solemnly promise and swear that you will serve Her Majesty truly and faithfully in the place of Her Council in these Her Majesty's North-west Territories : You will keep close and secret all such matters as shall be treated, debated, and resolved on in Council, without publishing or disclosing the same or any part thereof, by word, writing, or any otherwise, to any person out of the same Council, but to such only as be of the Council, and yet if any matter so propounded, treated, and debated, in any such council, shall touch any particular person sworn of the same Council, upon any such matter as shall in anywise concern his loyalty and fidelity to the Queen's Majesty, you will in no wise open the same to him, but keep it secret, as you would from any person, until the Queen's Majesty's pleasure be known in that behalf. You will, in all things to be moved, treated and debated, in any such Council, faithfully, honestly, and truly, declare your mind and opinion to the honor and benefit of the Queen's Majesty, and the good of Her subjects, without partiality or exception of persons in no wise forbearing so to do from any manner of respect, favour, love, meed, displeasure or dread of any person or persons whatsoever. In general, you will be vigilant, diligent, and circumspect in all your doings touching the Queen's Majesty's affairs ; all which matters and things you will faithfully observe and keep, as a good Councillor ought to do, to the utmost of your power, will and discretion. So help you God.

II. Except in special cases, notice shall be given of all meetings of the Council of the North-west Territories, by public advertisement, in the Province of Manitoba, for at least forty days before each day of meeting. An annual meeting of the Council shall be held on the first Monday in June in each year.

III. At meetings of the Council where the Lieutenant-Governor is not present, the senior member of the Council shall preside, but all proceedings at such meetings shall nevertheless be subject to the approval of the Lieutenant Governor.

Miscellaneous.

IV. All members of the Council shall be *ex officio* Justices of the Peaces in and for the North-west Territories.

W. A. HIMSWORTH,
Clerk, Privy Council,
Canada.

QUARANTINE AT THE HARBOURS OF MIRAMICHI AND PICTOU.

DUFFERIN.

[L. S.]

CANADA-

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, &c., &c., &c.

To all to whom these Presents shall come, or whom the same may in any wise concern, GREETING :

A PROCLAMATION.

JOHN A. MACDONALD,
Attorney-General,
Canada. } **W**HEREAS by a certain Act of the Parliament of
Canada, passed in the Session thereof held in the
35th year of Our Reign, and intituled : " An Act relating
to Quarantine" it is amongst other things in effect enacted that the Governor in
Council may, from time to time, make such regulations as he thinks proper, for
enforcing compliance with all the requirements of the said Act concerning the
entry and departure of vessels, at the different ports or places in Canada, and
concerning the landing of passengers or cargoes from such vessels, or the receiv-
ing of passengers or cargoes on board of the same, as may be thought best calcul-
ated to preserve the public health, and for ensuring the due performance of
quarantine by and in respect of vessels, passengers, goods or things arriving at or
in the neighborhood of any port or place within Canada, to which he thinks it
right, for the preservation of the Public Health, that such regulations should apply,
and for the thorough cleansing and disinfecting of such vessels, passengers,
goods or things so as to prevent, as far as possible, the introduction or dissemina-
tion of disease into or in Canada, and may appoint or remove such officers as he
may deem necessary for so doing, and assign to them, respectively, such powers
as

Miscellaneous.

as he may think requisite for carrying out the provisions of such regulations, and may from time to time, revoke or amend the same or any of them and may make others in their stead, and may impose penalties, forfeitures and punishments for the breach thereof; and such regulations shall be notified by Proclamation, published in the *Canada Gazette*, at least twice; and the production of the copies of the *Gazette*, containing any such Proclamation, shall be evidence of the making, date and contents of such regulations: And further, that such regulations shall have the force of law during the time they may respectively remain unrevoked, unless they may be expressly limited to be in force only during a certain time or at certain times or seasons, in which case they shall have the force of law during the time and at the times and seasons during or at which they have been limited to be in force; and that any person disobeying any such regulation shall be held guilty of and may be prosecuted for misdemeanor, punishable by fine or imprisonment, or both, as the Court may direct; or otherwise such person may be sued for the penalties contained in such regulation.

AND WHEREAS Our Governor in Council, hath this day been pleased to make under the authority and in pursuance of the said above in part recited act, certain regulations as follows, that is to say:—

1. All boats, ships and vessels coming into the Harbor of Miramichi, in the Province of New Brunswick, or into the Harbor of Pictou, in the Province of Nova Scotia, which shall have at the time of their said arrival, or shall have had during their passage from the places where they respectively cleared, any person on board labouring under Asiatic Cholera, fever, Small Pox, Scarlatina or Measles, or other infectious and dangerous disease, or on board of which any person shall have died during such passage, or which, being of less tonnage than seven hundred tons measurement, shall have on board thirteen or more Steerage Passengers or which being of greater tonnage than seven hundred tons measurement, shall have on board fifty or more Steerage Passengers, or which shall have come from some infected Port, shall make their Quarantine in the said Harbors respectively on board such vessels or at such place on shore, and in such manner as shall be directed by the Inspecting Physicians of the said Harbors respectively, and there remain and continue until such ships or vessels shall be discharged from such Quarantine, by such licence or passport, and discharge, given without fee or emolument of any kind, as shall be directed or permitted by such order or orders as shall be made by the Governor, with the advice of the Privy Council; and until the said ships and vessels shall respectively have performed such Quarantine and shall be discharged therefrom by such licence or passport and discharge as aforesaid, persons, goods or merchandize, which shall be on board such boats, ships or vessels, shall not come or be brought on shore, or go or be put on board of any other ship or vessel in Canada, except at such place indicated as aforesaid when duly required by competent authority.

Miscellaneous.

2. All boats, ships and vessels of the class and description mentioned in the preceding regulation as liable to make their quarantine in the said Harbor of Miramichi shall anchor as near as possible to the lower or east end of Middle Island there to be inspected by the Inspecting Physician, and ordered according to circumstances as aforesaid, and all boats, ships and vessels of the class and description mentioned in the preceding regulation as liable to make their quarantine in the said Harbor of Pictou, shall anchor on the northern side of the said Harbor of Pictou, between a point immediately inside of Cole's Reef, and the eastern end of the Beaches, there to be inspected by the Inspecting Physician and ordered according to circumstances, as aforesaid.

3. The Inspecting Physicians of the Ports of Miramichi and Pictou respectively, shall visit on their arrival, such boats, ships and vessels, and shall direct them as best calculated for the Public Health, and in accordance with the intent and meaning of the present regulations, and of any orders in Council, which may be communicated to them from time to time.

4. The Inspecting Physicians appointed for the Ports of Miramichi and Pictou respectively, shall have the power to go on board, examine and inspect boats, ships and vessels entering the said Harbors and to direct such boats, ships and vessels to go to such place or places within the shelter of the said Harbors to perform quarantine as it may be necessary to send them to, and shall grant to such boats ships and vessels permission to dispense with further quarantine whenever they are satisfied that no further dangers are threatened by the admission of the same to pratique. The said Inspecting Physicians shall have the medical attendance over the sick and healthy on board such boats ships and vessels, or on shore, if allowed to perform their quarantine on shore, and shall be the Judges of the preventive and precautionary measures to be taken either in the treatment of persons or in the washing, cleansing and purifying of luggage and other articles, and shall have power to order such preventive and precautionary measures to be taken as aforesaid.

5. Every Master and every Pilot having charge of a boat ship or vessel of the class and description hereinbefore mentioned as liable to make their quarantine at the said Ports of Miramichi and Pictou shall bring such boat, ship or vessel to anchor within the limits of the anchorage grounds hereinbefore defined for the said Ports respectively, and shall keep a Union Jack flying at the peak of such boat, ship or vessel until boarded by the Inspecting Physician as aforesaid.

6. These regulations shall not apply to any vessel of war, or to transports or vessels having Queen's Troops on board accompanied by a medical officer, and in a healthy state, or to any steamer unless sickness or death may have occurred during the passage.

Miscellaneous.

7. No boat, ship or vessel shall be entered and cleared at either of the ports of Miramichi and Pictou aforesaid, until all the requirements of the foregoing regulations in reference to such boat, ship or vessel, shall have been fully complied with.

8. Any person who shall contravene, either by omission or commission, any of the foregoing regulations, shall for every such offence incur and pay a fine not exceeding One Hundred Dollars, to be recovered in the manner prescribed by the said Act; and every person who, upon conviction of any such offence, shall fail to pay the amount of fine which he shall have been condemned to pay, shall be imprisoned until such fine be paid.

NOW KNOW YE that we do hereby command, and enjoin upon all Our loving subjects that they do take notice of and obey the said Regulations so made as aforesaid and govern themselves accordingly.

AT OUR GOVERNMENT HOUSE, in Our CITY OF OTTAWA, this EIGHT day of OCTOBER, in the year of Our Lord, one thousand eight hundred and seventy-three, and in the Thirty-seventh year of Our Reign.

By Command.

J. C. AIKINS,
Secretary of State.

ACT RESPECTING THE EXTRADITION OF CRIMINALS, CONFIRMED.

DUFFERIN.

[L. S.]

CANADA.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, &c., &c., &c.

To all to whom these presents shall come, or whom the same may in anywise concern, GREETING :

A PROCLAMATION.

JOHN A. MACDONALD, }
Attorney General, }
Canada. } **W**HEREAS in and by the fifty-fifth section of a certain Act of the Parliament of Our United Kingdom of Great Britain and Ireland, passed in the session thereof, held in the thirtieth and thirty-first years of Our Reign, and intituled : " An Act for " the Union of Canada, Nova Scotia and New Brunswick and the Government " thereof, and for purposes connected therewith," it is in effect enacted that where a Bill passed by the Houses of Parliament is presented to the Governor General for Our assent, he shall declare according to his discretion, but subject to the provisions of the Act in recital and to Our instructions, either that he assents thereto in Our name or that he with holds our assent ; or that he reserves the Bill for the signification of Our pleasure.

Miscellaneous.

AND WHEREAS, in and by the fifty-seventh section of the said Act it is in effect enacted that a Bill reserved for the signification of Our pleasure shall not have any force unless and until within two years from the day on which it was presented to the Governor General for Our assent, the Governor General signifies by speech or message to each of the Houses of the Parliament, or by proclamation that it has received the assent of Us in Council.

AND WHEREAS at the Session of the Parliament of Canada, held in the thirty-sixth year of Our reign, a certain Bill intituled : "An Act to make further provision respecting the Extradition of Criminals," was passed in and by the Senate and the House of Commons, and was subsequently presented to the Right Honourable Sir Frederick Temple, Earl of Dufferin, Our Governor General of Canada, for Our assent thereto, and Our said Governor General did, in pursuance of the authority vested in him by the said first above recited Act, declare that he reserved the said Bill for the signification of Our pleasure.

Now KNOW YE, that the aforesaid Bill intituled : "An Act to make further provision respecting the Extradition of Criminals," so reserved as aforesaid, having been laid before Us in Council, at Our Court at Balmoral, on the Thirtieth day of August, now last past, We have been pleased to declare that the said Bill has received the assent of Us in Council. And We do by these presents and according to the provisions of the said Act of Parliament of Great Britain and Ireland, specially confirm, ratify and finally enact and assent to the said Bill. Of all which all Our loving subjects are hereby required to take notice and to govern themselves accordingly.

By Command,

J. C. AIKINS,
Secretary of State.

13 october 1873.

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